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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after APRIL 7TH, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	No. 10 A.M.	No. 4 A.M.	No. 12 A.M.	No. 14 P.M.	No. 16 P.M.	No. 18 P.M.	No. 19 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
			*					*				
Kowloon..Dep.	6.35	8.00	8.24	9.05	10.00	12.10	1.18	2.32	3.20	4.30	5.40	7.35
Yaumati..Dep.	6.44	—	—	9.15	10.08	12.19	1.24	—	—	4.38	5.48	7.43
Shatin ...Dep	6.56	—	—	9.28	10.20	12.30	1.38	—	—	4.50	6.00	7.55
Taipo ...Dep	7.10	—	—	9.43	10.33	12.43	1.51	—	—	5.04	6.13	8.08
Taipo Market..Dep.	7.15	—	—	9.48	10.37	12.47	1.55	—	—	5.08	6.17	8.12
Fanling ..Dep.	7.25	—	—	10.00	10.47	12.57	2.05	—	—	5.18	6.27	8.22
Sheung-shui ...Dep.	7.30	—	9.01	10.05	10.52	1.03	2.10	3.11	—	5.23	6.32	8.26
Shum-chun ...Arr.	7.36	8.40	9.07	10.11	10.58	1.08	2.16	3.17	4.00	5.29	6.38	8.32
Canton ...Arr.	—	11.58	—	5.42	—	—	—	—	7.18	—	—	—

Sundays & Holidays only. Sundays & Holidays excepted.

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 5 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 13 P.M.	No. 23 P.M.
										*
Canton ...Dep.	—	—	—	8.05	—	—	—	—	3.25	—
Shumchun ...Dep.	7.13	7.59	10.34	11.21	11.49	2.33	4.39	5.47	6.42	7.07
Sheungshui ..Dep.	7.20	8.06	10.43	—	11.56	2.40	4.46	5.54	—	7.14
Fanling ...Dep.	7.25	8.10	10.47	—	12.00	2.44	4.50	5.58	—	—
TaipoMarket..Dep.	7.33	8.21	10.57	—	12.11	2.54	5.00	6.08	—	—
Taipo ...Dep.	7.40	8.26	11.01	—	12.16	3.00	5.04	6.13	—	—
Shatin ...Dep.	7.53	8.39	11.14	—	12.30	3.13	5.17	6.26	—	—
Yaumati ...Dep.	8.06	8.51	11.26	—	12.42	3.27	5.29	6.38	—	—
Kowloon ...Arr.	8.12	8.57	11.32	12.01	12.48	3.33	5.35	6.44	7.22	7.49

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R. BAKER, Manager.

50]

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5.—Roast Saddle of Lamb, Mint Sauce
6.—Madras Curry
7.—Baked Mashed Potatoes
8.—Boiled Potatoes
9.—Long Beans
10.—Apple and Raisin Tart
11.—Fruit 12.—Tea 13.—Coffee

"A MANNIE ON HORSEBACK."

SKETCH OF SCOTTISH COTTAGE LIFE.

HOW GOOD INTENTIONS MADE MORE TROUBLE.

[In a recent issue of the *Countryman* (a quarterly magazine devoted to news and views of country folk and affairs) is the following amusing story by Miss Elspet Keith, who will be recalled by many of our readers as an artist whose exhibitions in Hong Kong and elsewhere in the Far East have attracted such great interest.]

'Aye,' chuckled Sandy from his elbow chair, 'the *Auld Folks' Weekly* tak's some beatin'. My, but the jokes is gude.'

For one moment Mistress Hill stayed her fevered pace on her 'clootie rug' to say heartily:

'Aye, man, the *Auld Folks* is a graun' journal.' 'Cut the swatches ewan, ye limmer, 'she admonished her second daughter, Jean, a fat, rosy girl of nearly thirteen, whose thick fair hair made her like 'a sheepie lookin' through drift.' She then added gently, 'I'll put a mannie on horseback for the pawtren in the centre.' It taxed Jean's powers to please the rug-maker, but she gloried in her job and longed for the appearing of 'the mannie on horse-back!'

'Aye, t'aye; the *Auld Folks* gets better ilka week,' reiterated Sandy.

'There's still room for improvement,' said the pupil-teacher, seventeen-year-old Susan, looking up from her books; 'but,' she added with sarcasm, 'it's a year since I glanced at that excellent miscellany.'

'Auld Folks,' said her mother warmly, 'is the very best journal in the known wurrld; in fac' a' thing that comes oot o' Aiberdeen is "honest and o' good report," as the Bible says. There's nae anither ceety like it onywhere.'

'You haven't seen *many* "ceeties",' said Susan, in an undertone.

'Na; nor div I want to see many ceeties,' was the answer. 'Wad I gang to Rooshya, think ye, or to Cheena or some ither heathen land to get the marra o' bonny Aiberdeen? A'm thinkin' Jonah got a gey fleg when he set out for foreign ceeties.'

A soothing remark from Sandy was lost in a sound of rapping on the outer door. Davie Sim, the neighbour who entered, was a huge man with girl's eyes. Davie was in great distress, but before he could speak, Mistress Hill had begun to roll up the 'clootie rug' saying: 'What's the matter noo, Davie? Has Mary coupit the broth pot ower the bairn?'

'Na,' said Davie humbly, 'I'm on my road to the doctor. Wad ye kindly gang and sit wi' Mary till I come back. She's feart. The littlan has a queer-like, chokin' hoast. I doot he canna last lang.'

'It'll be the croup,' said Mistress Hill. 'Ye'll bring no doctor here. A woman that's nae skeely savin' a bairn i' the croup shouldna' be a mither.' With incredible speed Mistress Hill packed 'a big basket. Lifting the singing kettle from the hob and throwing a shawl over her head and shoulders, she shouted: 'Come awa', Davie; an' Jean, you come an' help to get mair bilin' watter ready. I'se warrant,' sarcastically, 'Mary'll hae put the fire oot wi' her tears.'

Laden though she was, it took Davie all his time to keep up with Mistress Hill who spoke, as she ran, the whole way to Bogend. There they found the luckless Mary weeping, with a gasping infant on her knee. The other children were crying in sympathy, and a small girl struggled with a lame bellows at a nearly dead fire.

To their joy, the children were packed off to bed in Jean's kindly care. Soon the infant, stripped, steamed, oil and rolled in flannel, was resting peacefully on Mistress Hill's broad lap, while the horrible croupy sound had become a mere 'hurstle.'

'An' would they kill my dawtie?' crooned Mistress Hill. 'Hush, my weary wee doo! Eh, Mary Sim,' turning to the awed and dumfounded mother, 'Ye'd have had something to answer for if ye had let this bonny cratur slip oot o' your grip. Woman, ye micht think black burnin' shame o' yersel'. A fine wife ye mak'!' The torrent flowed in a whisper, but Mistress Hill never for an instant forgot her patient as she swayed it gentlely before the now blazing fire. 'An' seein' the bairn's easy-like, will ye turn off that watter-cairt o' yours?' The grateful Mary obediently tried to stop snivelling and humbly waited further orders. There was perfect quiet as Mistress Hill laid the baby in its warm, waiting cradle.

Then a scream was heard above, and presently Jean's head appeared at the kitchen door as she said: 'Everybody's in their beds and they're a' gude bairns, but little Tommykie's lug's sair again, and what will I dae?' Miss Hill sent Jean home with the injunction that nobody was to wait up for her, for she, 'wouldna' leave Bogend till she was sure that they were a' richt.' On her return Jean gave a graphic description of the scenes at Bogend ending with: 'I declare, I never saw such a lot o' calamities; it was just oot o' croop and into earache!'

Jean felt in a heroic mood. The wag-at-the-wa' creaked out nine quavering strokes. Her mother was sure to be late. They lay the 'clootie rug' and a neat pile of swatches. Her father was again absorbed in the humours of *Auld Folks*, and Susan was deep in a novel. Jean set to work feverishly on the rug. The thought of that 'mannie on horse-back' charmed the artist in her. It was past eleven when Mistress Hill appeared, her face glowing with the joy of her medical triumphs. She delivered her story to the appreciative Sandy and Susan, and, while folding up her shawl, suddenly spied Jean who instantly began to blubber.

'Gude preserve's lassie! What hae' ye done to ma rug?' Mistress Hill's voice ended almost in a wail.

'I was only tryin' to help ye,' said Jean, weeping aloud. 'I'm sure I *thocht* I was makin' a mannie on horseback, but he widna come richt an' he's turned himsel' into an ivy leaf!'

New York State is faced with the problem of another "murder of mercy," and must soon determine the fate of Andrew Beers, of Walton, New York, who confessed to-day that he killed his cripled mentally defective daughter to remove her from the possibility of unkind treatment after he was dead. Beers said he intended to commit suicide after the deed, but his nerve failed him, and he surrendered to the police. Since his wife died a year ago, Beers, who is 78 years old, devotedly attended his 27-year-old daughter Frances, and it was the fear he would soon die and leave her in the indifferent care of strangers that gave him an "irresistible impulse" to kill. First he tried arsenic, then Paris green, and, both poisons failing, took an ice-pick and hammered it through his daughter's brain.

Diary of Coming Events.

To-day.
(August 20.)

Queen's Theatre: "Dames Ahoy."
World Theatre: "Way of Gold" (Chinese film).
Star Theatre: "Ace of Cads."
Central Theatre: "Illusion."
Tennis:—Mixed Doubles: U.S. R.C. *v.* I.R.C.
Water Polo:—1st Div.: C.B.C. *v.* Somersets.
Dinner Dance: Hong Kong Hotel, 8.30 p.m.
European Mail:—Outward: Europe *vid* Siberia (Emp. of Asia), 10 a.m.
Tides: High, 5.09 a.m. and 8.24 p.m.; Low, 1.30 p.m. and 11.04 p.m.

Thursday.
(August 21.)

Queen's Theatre: "Dames Ahoy."
World Theatre: "Redeeming Sin."
Star Theatre: "Senorita."
Central Theatre: "Illusion."
European Mail:—Outward: Europe *vid* Siberia (Tatsuta Maru), 8.30 a.m.
Tides: High, 6.15 a.m. and 9.08 p.m.; Low, 2.20 p.m.

Friday.
(August 22.)

Queen's Theatre: "Dames Ahoy."
World Theatre: "Redeeming Sin."
Star Theatre: "Senorita."
Central Theatre: "Illusion."
Kowloon Cricket Club, Extraordinary General Meeting, 5.30 p.m.
Lammert's Auction of Furniture, Saleroom, 2.30 p.m.
Water Polo:—1st Div.: C.A.A. *v.* China Athletic.
Dinner Dance: Peninsula Hotel, 8.30 p.m.
European Mail:—Inward: Europe *vid* Negapatam (Hakone Maru).
Tides: High, 7.10 a.m. and 9.40 p.m.; Low, 12.28 a.m. and 3.02 p.m.

Saturday.
(August 23.)

Queen's Theatre: "Dames Ahoy."
World Theatre: "Redeeming Sin."
Star Theatre: "Senorita."
Central Theatre: "Illusion."
Baseball: Filipinos *v.* Japanese.
Lawn Bowls:—1st Div.: Craigengower *v.* Taikoo, Kowloon C.C. *v.* Civil Service, Kowloon Dock *v.* Police, Bowling Green *v.* Recreio. 2nd Div.: Taikoo *v.* Craigengower, Civil Service *v.* Kowloon C.C., Recreio *v.* Bowling Green, Yacht Club *v.* Electric R.C.
Tea Dance: Peninsula Hotel, 5 p.m.
Dinner Dance: Repulse Bay Hotel, 8.30 p.m.
European Mail:—Outward: Europe *vid* Marseilles (Kamo Maru), 9.30 a.m.; Europe *vid* Victoria, B.C. (Protesilaus), 10.30 a.m.
Tides: High, 8.13 a.m. and 10.10 p.m.; Low, 1.37 a.m. and 3.39 p.m.

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MOTOR NOTES.

A New British Straight Eight.

Although it is premature to give names, *The Autocar* is able to state that one of the oldest motor manufacturing companies in the Midlands will offer, as its leading attraction at the next Olympia Show, a new 20 h.p. straight eight car. It will be priced at a strictly competitive figure. The first example has been constructed with considerable secrecy on the Continent. It was brought over to England last month and shown to a number of agents.

Small Car Performance.

The Auckland Automobile Association has issued a certificate of performance in respect of a recent 10,000-miles run by a Triumph Super Seven. The vehicle travelled between Auckland and New Plymouth, *vid* Hamilton and Cambridge, a distance of 280 miles, and the engine functioned for 300 hours 20 minutes without stopping. The car covered 7,970 miles before going over a bank. The engine was restarted, and it ran a further 82 hours 60 minutes, completing 10,000 miles at an average speed of 28.8 m.p.h. on a petrol consumption representing 40.48 m.p.g.

The Australian View.

Speaking at the opening of the All-British Motor Exhibition at Adelaide, Australia, recently, Sir Alexander Hore-Ruthven, V.C., the Governor of South Australia, said that although the object of the Australian Association of British Manufacturers was to foster British trade in Australia it did not prejudice the principle which the whole Empire was trying to achieve; namely, that every State should develop its own resources. The aim of the exhibition was to prove that British cars and motor cycles, with sufficient encouragement, could compete with foreign manufacturers.

Blood Tests for Motorists.

Medical blood tests are the latest means used by the police department of Stockholm in the case of apparently drunken motorists arrested for reckless driving or breaking of traffic rules. On such occasions the doctor of the police department at once performs a blood test on the accused, whereby it can be definitely proved whether and to what extent the offender is affected by alcohol.

Cyclists.

There have been many complaints in England of late as to the action of cyclists on the roads of the country, and Sir Frank Nelson asked the Minister of Transport if his attention had been drawn to the danger to themselves and the deterent effect on traffic of cyclists riding in the middle of the road and two or three abreast; and whether he would consider taking steps to make cyclists keep the rule of the road in the spirit as well as in the letter, and, incidentally, to enforce the carrying of a rear light on cycles. Mr. Morrison said that, as regarded the first part of the question, the matter would be carefully considered in connexion with the recommendations of the Highway Code to be issued under the Road Traffic Bill. As regarded the last part of the question, the enforcement of the law requiring cyclists during the hours of darkness to carry a rear red light or reflector was a matter for the police.

A Dutch Concours d'Elégance.

During June a Concours d'Elégance was held in Holland, at Hilversum, at which the judges were Mr. J. A. Lawton Goodman, representing Great Britain, M. Antoine Vanden Plas, representing Belgium, and Baron Storm de Grave and M. A. Blit Vuur, representing Holland. Standard bodies were not allowed to compete, and it is significant that there were only two entries in the touring class. In the closed-car class there were three Dutch, one Belgian, and one Italian entries, and all were first-class jobs, but were devoid of novelty. The first prize was won by Schuter and Van Bakel with a landaulet body on a Lincoln chassis, who also secured first prize in the sliding roof class with the only fabric body exhibited. The roof fitting was for four-seater cabriolets and coupés attracted 31 exhibits from Holland, France, Germany, Italy and Great Britain. Schutter and Van Bakel, who specialise in this type of body, secured the two first prizes, and one body on a Lincoln chassis was upholstered in Connollys leather and also had other British fittings. The two second prizes were awarded to J. Bronkhurst, of Hilversum, for a La Salle, and to J. Glaser, of Dresdon, for a Horch. Salmons & Sons showed four Tickford bodies on Humber and Hillman chassis, while amongst the French coachwork were bodies by Saoutchik, Henri Labourdette, Villars, Derouault and Jongen.

The Wash Speedway Scheme.

The proposed speedway along the shores of the Wash, about which much has been heard of late would appear to be progressing beyond mere plans and discussion. The latest news in this direction is to the effect that the Lords Commissioners of the Treasury are prepared, provisionally, to make a grant of the tidal lands. The grant is a sale or purchase at a price which, it is understood, is considered to be agreeable to the Automobile Racing Association, the concern promoting the venture. Should this offer be accepted by the Association, it is possible that work will commence in the near future, providing employment for some 3,000 men for close on two years. It will be remembered that the scheme provides for a straight concrete track, some fifteen miles long and 200 yards wide, along the north shores of the Wash, while the plans also include a water-way for motor boat trials, and a track which will contain replicas of the most famous racing circuit bends and corners in the world. It is estimated that the scheme will cost £300,000. Should the idea become a reality, it is hoped that it will be unnecessary to resort to Daytona for future land speed records.

THE "FIAT 514."

ITS GOOD QUALITIES.

The "514" Fiat incorporates all the features which contributed so largely to the universal fame of models 501 and 509; reliability, strength, simplicity and ease of control, together with the principal characteristics of model 521-C: liveliness, smart acceleration, beautiful modern lines and accurate finish. All these good qualities are incorporated in a car sufficiently economical to be defined as a utility vehicle, yet well built and elegantly trimmed and finished, a type of car that fulfills the desires and answers the requirements of the great majority of the motoring public. This is why the "514" has been defined as the truly popular car and why it has met with such instantaneous and overwhelming success.

The Engine.

The engine has four cylinders cast *en bloc*, and side valves. The piston displacement is 1,438 c.c., the brake h.p. is 28. The cylinder head is detachable and is of the rapid combustion type, which ensures high efficiency, i.e., a good power output with minimum consumption.

The Chassis.

Ignition is by battery and coil, with the distributor situated on top of the cylinder head. This system guarantees a powerful spark at the lowest speeds and when starting. Spark advance is automatic through 15 degrees with a further 15 degrees by hand.

Valves.—The side valves are actuated directly by the special profile, silent cams.

The Carburetter is a "Solex" fitted with an economiser and an air strangler for easy starting. The feed is by gravity from a tank on the dash, with a capacity of 34 litres (7½ gallons).

Clutch.—The single plate, dry clutch is sweet and progressive in action and is mounted on a special flexible hub.

Gearbox.—In unit with the engine is the four speed gear-box. The gear lever is centrally situated, is long and the gear manipulation is very easy and quite noiseless. In the different gears, the maximum speeds attainable are the following, the rear axle ratio being 10/56: in fourth (direct drive) about 50 m.p.h.; in third, 35 m.p.h.; in second, 22; in first 14 and in reverse 17 m.p.h. The maximum gradient that can be climbed is about 1 in 3.

Transmission.—An open propellor shaft with two cardan joints transmits the drive to the rear wheels. Torque and thrust are taken up by the rear springs. A semi-floating rear axle is used, carrying a "Gleason" cut spiral toothed bevel gear and an extremely accessible differential gear. The rear axle gears work with perfect noiselessness.

The brakes are of new design, with rigid pull rods instead of cables. Both hand and foot brakes act on all four wheels. The brake drums and shoes are generously proportioned both for diameter and width.

The steering is by worm and worm-wheel, with a strongly raked steering column and a large diameter wheel.

Electrical Installation.—The six-volt electrical installation comprises a dynamo, starting motor, 95 amp-hour battery, three-light headlamps with switch on the steering wheel, electric horn, flood-lighted instrument board and tail lamp.

General Features of Coachwork.

The exterior lines of the 514 bodies follow those that assured such success to model 521-C, and the salient features of construction are also similar in the two models. The shell is pressed out of strong sheet steel, forming a single, silent and rigid unit capable of defying time, weather and neglect. The brilliant paintwork is executed by the most modern system, assuring the maximum durability.

The radiator, of new design, is entirely chromium plated. An effect of slimness and speed is obtained by continuing the crest of the

(*Continued at foot of next column.*)

THE MODERN CAR.

NEW FIAT MODEL.

The Fiat badge in the radiator of a car is like the armorial bearings of a noble house: it denotes a car of high and ancient fineage, an aristocrat amongst automobiles. It means that the car bearing it was built by a firm which, for thirty years has ever looked ahead, reaching out for greater perfection; a firm that in all its history has never stood still on the path of progress, has never betrayed a trust or failed to come up to expectations when the demand was for a better car, a masterpiece.

The 521-C is therefore above all, a Fiat. That is, it is the fruit of a model organisation in which legions of research workers, experimenters, engineers and designers are ceaselessly engaged in sifting the accumulated experience gained in building innumerable cars, winning thousands of competitions and driving hundreds of miles on the most gruelling road tests. A firm that has opened up new horizons in modern industrial system, both as regards metallurgy and mechanics, neglecting nothing that would improve quality production on a vast scale at ever decreasing cost.

Through a wide-spread, active, commercial organisation, planned with foresight and acumen, the factory continually collects and studies the impressions, needs and desires of the private motorist.

Fiat, in short, is a name that expresses a whole programme, a name that has no need of any explanatory or laudatory slogan.

A few words regarding the particular denomination of this car will, however, not be out of place. The denomination 521-C might naturally lead one to suppose that the new car was merely a more or less modified form of model 521. If this supposition is, in part, true, inasmuch as none of the excellent features of model 521 are lacking in the 521-C Saloon and the parts of both cars are largely interchangable, it is none the less true that, on the other hand, the alteration of all those details of the chassis, transmission and bodywork affecting the properties of the car, was sufficient to confer on the new model the character and substance of a car fundamentally designed and built as a five-seater, full of markedly individual features, destined to rank high in the Fiat range of models.

The 521-C has no double, either in its particular characteristics, or in its performance, not only in Fiat's own production, but even in the production of any other country.

It is offered to the large number of motorists who require a medium powered car with a brilliant performance and a high degree of luxury, but which does not overstep the limits of a relatively modest cylinder capacity and a still more modest purchase price. It is for those who, enthusiastic in their reception of the model of the new productive cycle—model 520—will indoubtedly receive with still greater favour this later car, finer, faster and more up-to-date.

Main Features of the Chassis.

The engine of Model 521-C is a six-cylinder monobloc unit, with detachable head and side-by-side valves. The specially shaped, rapid combustion explosion chambers ensure an excellent power output with a limited fuel consumption. The total piston displacement is 2,516 c.c. the bore of the cylinders being 72 mm. and the stroke 103 mm.

The crankshaft, of great rigidity and perfect balance, runs in seven smooth, antifriction lined bearings. A disc type damper is fitted which eliminates all vibration, the running of the engine consequently being smooth, flexible and extremely quiet at even the very highest speeds.

The pistons are of a special light alloy, fitted into the cylinders without clearance so as to avoid noise and wear. The large diameter valves are actuated directly by the camshaft situated in the crankcase and driven by a silent chain.

A Solex carburetter is employed, provided with a special air filter. It is fed through a vacuum device mounted on the dash, which draws upon the main tank at the rear of the chassis.

Ignition is by battery and coil; the spark advance is automatic with a supplementary hand control.

Forced lubrification is effected by means of a pump in the oil sump; the oil passes through a purifier on the dashboard.

The clutch is of the single plate, dry type, and the gearbox, unit built with the engine, gives four forward speeds and reverse controlled by a central lever provided with a special safety lock. The changing of gears is easy and simple and the gearbox is perfectly quiet at all speeds.

Transmission is by a hollow shaft fitted with two cardan joints; thrust and torque are taken entirely on the suspension springs.

A pressed steel rear axle casing is fitted; it has a final drive through silent, helical bevel gears with a ratio of 1 to 5, 1. The differential gears are plain, straight toothed bevels.

The suspension is by four, flat, semi-elliptic springs very flexible and of very smooth action, aided by four efficient adjustable hydraulic shock absorbers.

An internal expanding pedal operated brake is fitted to each of the four wheels. A hand lever actuates the rear wheel brakes only.

A very up-to-date electrical equipment is provided, comprising a 12 volt dynamo, a capacious battery of accumulators, a self-starter motor and a junction switch. On a neat panel are grouped the instruments which are flood-lighted. There are two handles; one for the ignition switch and the other controlling the head and side lights.

The self-starter control is operated by a pedal, that of the spark advance being on the steering wheel. On the facia board to the right of the instrument panel, is to be found the throttle control for the slow running adjustment, the air strangler control for starting, and the economiser.

The Tourer.

This latest type of body which Fiat, in view of the great favour everywhere encountered by their model 521-C, have produced for lovers of fast touring and for sportsmen, has fine, tapering lines, is harmoniously proportioned and well finished.

Like the Saloon on the same chassis, it affords ample room for five passengers; the deep, restful seat cushions, well padded back rests and the interior trimming, all in washable leather, are of a plain colour harmonising with that of the brilliant external paintwork. The four doors are each provided with a capacious inside pocket.

Two spare wheels are furnished with the car; these are carried in wells in the front wings. The folding luggage grid at the rear is stove enamelled black, strong and practical.

The Saloon.

Of the unmistakably Italian style and taste, the five-seater Saloon designed by Fiat for the model 521-C chassis is light, airy, elegant, comfortable and roomy and is replete with all the latest fitments and trimmings.

Complete protection is afforded by the wide wings; the two spare wheels are carried in wells in the front ones. The wide running boards, rubber covered; the sides of the body come right down to the level of the running boards, there being no valances. This, owing to the continuity of the colour adds to the car's appearance.

The large, drop windows give ample light and allow of perfect visibility; they are fitted with winders for raising or lowering the glasses. The adjustable, one-piece windscreen is fitted with anti-vibration fastening arrangements and an automatic wiper. A large rear window gives the driver a clear view when reversing. The rear petrol tank is covered and protected by a sheet metal valance which is neatly turned up to form a number plate bracket. A luggage grid is fitted at the rear which is at once simple, practical and extremely strong.

The front seat is fully adjustable for distance from the steering wheel and for the inclination of the back-rest. The rear seat affords ample room for three full-grown passengers.

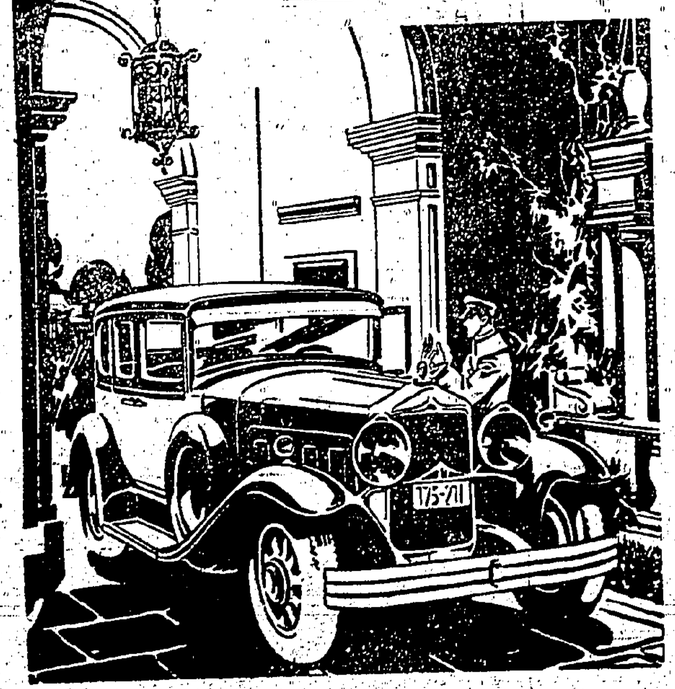
radiator along the bonnet to the scuttle.

The single piece windscreen is hinged and can be fixed in any desired position by means of special anti-vibration clamps. An automatic vacuum screen wiper is fitted. All cars are also fitted with driving mirrors, now recognised as an important factor in safe driving.

On the instrument board are mounted the speedometer, oil pressure gauge, ammeter and the ignition switch, fitted with a safety lock. On the facia board, at the side of the instrument panel, are the knobs for actuating the air strangler on the carburetter for easy starting, the hand throttle and the hand fuel injector for starting very cold weather.

A pedal in the centre controls the starter switch, whilst the electric horn button, the revolving switch controlling the anti-dazzle headlights and the butterfly lever controlling the hand spark advance are mounted on the steering wheel.

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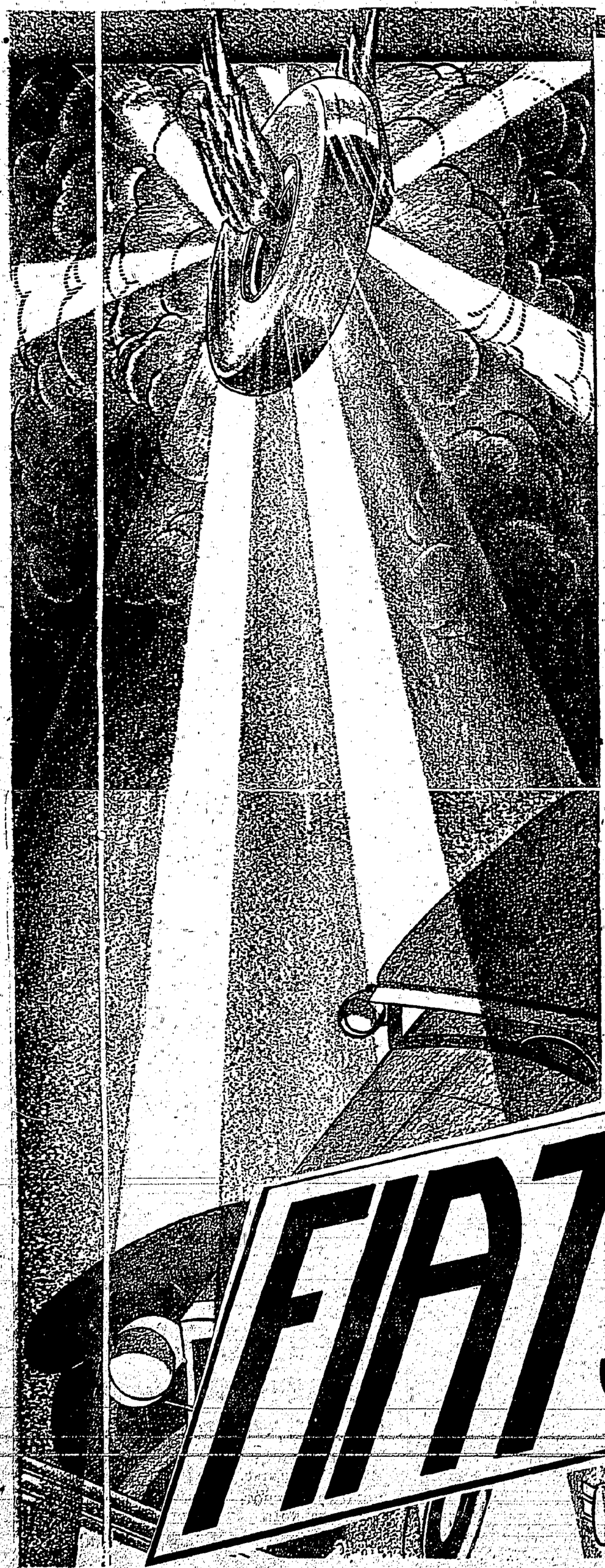
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MOTOR NOTES

BRITISH "BABIES" FOR U.S.A.

ORDERS FOR 167,000 AUSTINS.

Two months ago a factory was established in Pittsburg, U.S.A., for the manufacture of a British baby motor-car for the United States market.

The decision to build in that country was taken against the strong advice of all the leaders of the American motor-car industry. "It cannot be done," they said, "Baby motor-cars may be all right for Europe, but we do not want any 'kid' cars over here."

When the first small motor-car was exhibited in New York it was regarded as a great joke.

Now comes this astonishing news.

5,000 a Month.

Sir Herbert Austin, who is responsible for storming the United States fortress with his baby car, has received a cable from the new Pittsburg factory.

No fewer than 3,000 baby cars have been delivered to Americans in July, and the factory is turning out 5,000 cars this month. Further orders are pouring in faster than the factory can deal with them. Actual orders have reached the amazing figure of 167,000. The rush began as soon as the little motor-cars made their appearance on the road.

The success of the little British motor-car has literally staggered the United States industry.

It has come at a time of deep trade depression. No motor-car of foreign design has ever before penetrated the American stronghold with any degree of success. The boot in the past has more often been on the other foot.

According to despatches received at Birmingham, American manufacturers are now tumbling over one another to be the first to bring out a baby motor-car of their own design.

There is an atmosphere of romance about the story of this new motor-car invasion of America as told by Sir Herbert Austin.

A "Pure Gamble."

"For the past three years," he said, "I have visited the United States with a view to trying to arrange manufacturing facilities for the British baby motor-car. Manufacturers one after another turned me down.

"They regarded it as a toy and declared emphatically that the American public would not look at it.

"I had almost given up the idea of ever getting into that country when, on my last visit I managed to interest a well-known United States financier. He was rather tickled with the little motor-car and eventually decided to arrange for manufacturing facilities.

"The amusing part is that he knows nothing about motor-cars. All the people who did turned it down. Even then he regarded the proposition as a pure gamble. Arrangements were made for him to build the car under licence from the Austin Motor Company.

"No one was more surprised than he at our immediately success.

"It is being sold at 440 dollars, or approximately £88. It is the cheapest motor-car in the States, and its design is absolutely British throughout."

The British "baby" has already conquered France and Germany. Latest figures show that 11,000 have already been sold in France, and 14,000 in Germany.

"TWO-WAYS" ROADS

ENGLISH WRITER'S SUGGESTION.

The final decision on the question of the speed limit is that it is to go, and go it will for private cars and motor-cycles when the Road Traffic Bill becomes law—but not until then.

Personally, writes "Contact" in *The Motor*, I have always been in favour of this reform, but I wish it had been finally decided at a time when there was less evidence of dangerous driving than there is at present. The appalling lack of road sense and the evidence of gross discourtesy is nowhere more apparent than in the tendency to three lining.

At times in the day when the outboard traffic (or *vice versa*) predominates, the case of the unfortunate driver who has to face it is truly appalling. The driver making the third of the approaching line is generally partly overlapping the one attempting to pass the one on the inside. The unhappy driver who is facing this oncoming sweeping mass is between the devil in the form of a kerb (if there be one) and the deep sea represented by a ditch (equally, if there be one) because the selfish individual overhanging the second car in the line invariably holds his position, as often as not entirely misjudging the space he is allowing to the car approaching.

I am convinced that something drastic will have to be done in this matter, and in the making of new roads it will have to be considered whether a definite division of the roads should be made. My view is that it should be done.

I notice that something in this line has been achieved in a part of a new road which has been laid down recently between Mortlake and Richmond. Here there is a section of the road separated for up and down traffic and divided in the middle by a kerbed path.

Crowding up into a third line should be regarded as a distinctly dangerous practice and a form of selfish discourtesy to be punished severely. A relatively narrow road like the Kingston by-pass is rendered a positive nightmare by it.

GERMANY WINS IRISH GRAND PRIX.

A German Mercedes car, driven by Herr Rudolph Caracciola, won the senior race for big cars in the Irish Grand Prix in Phœnix Park last month.

Caracciola travelled the 300 miles of the 4¼ miles course in 3hr. 28min. 24sec. at an average speed of 85.88 m.p.h.; Campari, driving an Italian Alfa Romeo, was second with an average speed of 78 m.p.h.; and Earl Howe (German Mercedes) third; with Capt. H. R. S. Birkin (Bentley) fourth, and Capt. Malcolm Campbell (German Mercedes) fifth.

"Graf Von Howe."

While the win of Caracciola was popular with all Irishmen and British visitors alike, as he was a German driving a national German car, a section of British visitors unmistakably displayed their feelings about Campbell and Howe.

As Earl Howe came into his pit there came a shout from the grandstand of "Graf von Howe!"

Heroic Driver.

A hero of the race was the British driver of the British Bentley, Capt. H. R. S. Birkin. In the first two laps two Bentleys had minor troubles, and Birkin had to play a lone hand against the three Mercedes. Owing to trouble with his oil supply he came in four times. Caracciola thus got an unbeatable lead, though Birkin drove like one possessed.

Twenty miles or less from the end began the harlequinade in the No. 2 Mercedes' pit directing Earl Howe which maddened a section of British motorists. A man in the pit wearing a red jersey began to push out from the pit huge placard messages to Earl Home, such as "You are third," "Go out for it," and "Thumbs up." When Howe managed to average 87 m.p.h. this red figure began jumping in ecstasy in full view of Birkin, who was a few yards away looking disconsolately at an oil pipe.

Good British Performance.

The finest performance of any car in the race was that of the trio of London-made 16 h.p. British Talbots. These cars, two driven by amateurs, ran from start to finish without a stop of any kind at an average speed of approximately 72 m.p.h. They frequently were travelling at 95 m.p.h. in beautiful silence, against the roar and whine of the Mercedes. Further, they were all standard stock cars.

A MOTOR-CAR THAT FLOATS.

STRANGE STORY FROM SCOTLAND.

The occupants of over a dozen motor-cars waiting to cross the ferry at Old Kilpatrick, near Glasgow, were recently astonished to see a queer looking vehicle push past them, enter the water and proceed to cross the Clyde and climb out on the opposite bank under its own power.

According to *The Motor Boat*, the inventor of this new type of hydro-car, as it is known, has kept before him the principle that it should be primarily a car and carrying out every function of which a car should be capable, at the same time being able, when required, to take the water for such purposes as crossing rivers, lakes, etc. By its use many miles of road travelling should be saved and in the areas of Scotland, where there are many lochs, this should be a boon to motorists.

"The length of the body or hull is 10 ft. and the beam 3 ft. 8 ins., the total weight of the whole outfit being about 15 cwt. The engine fitted is of a lower power than it is possible to install, but with it the maximum land speed is 35 m.p.h. and the water speed 5 m.p.h. When driven on land the propeller is out of action and the change over is performed in the usual way by two dog clutches.

"Front-wheel drive combined with steering is employed, and the same wheels guide, when in the water, so that there is no necessity for additional stern rudders."

No details of the construction have yet been divulged, but the hydro-car is stated to be in no respect an experimental one, and it would appear that such a unit could be put to good use in many places abroad.

PILLION RIDING AND INSURANCE.

Before a comprehensive insurance policy for a solo motorcycle which is to be used either regularly or occasionally for carrying a pillion rider can be obtained an additional 50 cent. on the normal solo premium has to be paid. The inference which is to be drawn from this is that when a solo machine is carrying a pillion rider it is more likely to have an accident than when the carrier is unoccupied.

But this is not wholly correct, says *Motor Cycling*. The opinion of the insurance companies is not only that a machine is less stable when it has a rider on the pillion, but that the type of rider who favours carrying a passenger on his solo machine is a worse risk than his neighbour who rides solo in the strict sense of the term. The all-important thing is that riders who have policies which do not cover pillion riding, or who have signed proposal forms on which they have declared that they will never take a pillion rider and who have ever departed, or might ever depart, from this declaration would be very well advised to get in touch with their insurance companies in order to ascertain how they stand in this matter.

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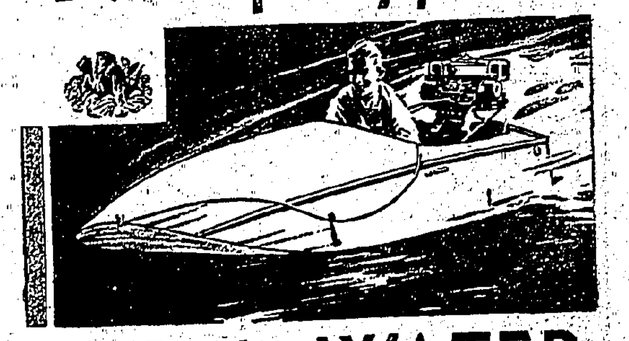
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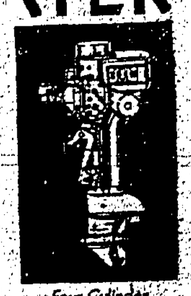
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MOTOR NOTES

MOTOR-ASSISTED BICYCLES.

A GERMAN IDEA.

That the safest motor-drivers on our roads to-day are those who have graduated through the stages of cycling, motorcycling and motoring, is not denied. In this sequence, the very small motorcycle holds an important place as the connecting link, so to speak, between the pedal cycle and the motorcycle proper. Yet in England small motorcycles do not enjoy nearly so much popularity as they do on the Continent. *Motor Cycling* deals with this question in the current issue.

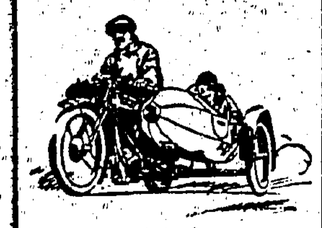
"It is reported that in Germany the sales of very small machines, of a type capable of being described as motor-assisted bicycles, have reached something of the order of 100,000 per annum," *Motor Cycling* says.

"This great popularity of a mount which, in this country, is substantially defunct," is beyond question very largely due to the fact that in Germany it may be operated tax free and without the obligation to carry number-plates. German owners of diminutive machines are in the same position as cyclists, having no needless restrictions with which to comply and no harassing regulations to observe.

"It seems that it is too much to hope for such a happy state of affairs ever to come about in Great Britain, but for a long time now *Motor Cycling* has had perpetually before it the case of the man who rides a bicycle to work and who would be a healthier, happier and more contented person if he rode a motorcycle instead. Not inconceivably the type of machine which is proving so popular amongst the artisans of Germany would be the type which would appeal to him, if not permanently, at any rate as a stepping stone to owning a pukka motorcycle."

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SINCERE'S
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CURE FOR MOTOR ACCIDENTS.

NEED FOR COURTESY.

Our observations during the many hours which we spend on the highways and byways force us, says *The Commercial Motor*, to the conclusion that a great proportion of the accidents is avoidable. To many drivers, both of commercial and private vehicles, road travel has become a race against time, and whereas formerly it was possible even for the man at the wheel to admire the beauty of the countryside through which the vehicle passed, it has now become mainly a question of arriving at a destination in the shortest possible time. Speed alone is not, however, the great danger.

It is obvious that speed must be employed to overcome congestion; there must be a steady flow of traffic and any artificial restriction would serve merely to complicate matters still further. It is in other directions that improvements could well be effected, and *The Commercial Motor* would welcome some return of the old spirit of road camaraderie; often a little more thought for others would save much loss in life and property.

Police Signals.

One of the worst features noted is the reluctance to acknowlelge and obey signals other than those made by the police. Time after time we have seen a worried driver endeavouring to cross a busy thoroughfare, and beyond hooting violently as they swerve out to pass him, neither stream of traffic will slow down until absolutely forced to do so.

There is another phase in this matter of signalling: far too many drivers have adopted the bad habit, or have never learnt better, of manœuvring their vehicles and signalling simultaneously, thus giving no time for overtaking or approaching drivers to respond.

Then there is the annoyance which is frequently displayed by drivers of slow-moving vehicles when they are passed by those who wish to travel faster. This annoyance is frequently shown by folish and dangerous actions.

HINT FOR MOTORING COMFORT.

How many drivers, I wonder, are aware of the fact that slightly excessive leg reach is fatal to comfortable and easy handling of a car? asks "Focus" in *The Light Car and Cyclecar*. The usual system for a driver to adopt when he is adjusting the driving seat is so to place it that, with his leg fully extended, he can comfortably depress the control pedals. Frequently, however, this means that he is too far away from the screen and the steering wheel. The effect of moving the seat forward about 1½ ins. makes a big difference. The controls come very easily to hand, the range of vision between the screen pillars is increased, and one has the sensation of being able more accurately to control the car as a whole. It is an experiment which takes only a few moments, and I strongly advise motorists to try it unless they have already tumbled to the fact themselves.

BRITISH CYCLES BEST.

THANKS TO THE T.T.

British motorcycles were first second and third in the 500 c.c., 350 c.c. and 250 c.c. classes in the Motorcycle Grand Prix of Europe, an international event of importance second only to the Tourist Trophy races, which was staged last Sunday at Spa-Francorchamps, in Belgium. Although the British representatives had to compete against the cream of the Continental speedmen, British supremacy in the three classes mentioned was never seriously challenged."

"In the 175 c.c. class, however, it was a different story, for the category was won by a German machine, with a British machine second. Commenting upon this, *Motor Cycling* says:—

"That the races held last Sunday should have enhanced once again the prestige of the British motorcycle is, naturally, a matter for congratulation on our part, and the fact provides additional evidence (if any were needed) that the T.T. is fulfilling its primary purpose of producing machines—and men—that will win wherever they compete against the best that the rest of the world can produce. It is a highly significant fact that the only class in the European Grand Prix to fall to the rider of a foreign machine was that restricted to 175 c.c. engines—and that, of course, is the only category for which the Isle of Man meeting does not cater."

30 M.P.H. TOO SLOW.

LOW SPEED LIMIT MAY HAMPER PASSENGER VEHICLES.

At present, long-distance haulage by road has a definite place in the national scheme of transport and one of growing importance. On the goods side it is already well established and should continue to grow apace if placed upon a properly organized basis and relieved of unwise and uneconomic internal competition. On the passenger side, however, the future is not quite so promising. If left to itself it might continue to grow in a manner satisfactory both to the operators and builders of vehicles, but it will shortly be subjected to the artificial restriction of a maximum speed limit of 20 m.p.h., and it remains to be seen whether long-distance services will then continue in the favour of the public or have to be seriously curtailed.

The Commercial Motor has been very emphatic in its condemnation of this low limit, but it naturally has the backing of the railways and those others whose interests lie in forcing the public to travel by rail. It has been definitely stated by those running road services that they would have preferred the old, elastic 20 m.p.h. to a 30 m.p.h. limit, which, it seems probable, will be rigidly enforced when the Road Traffic Bill becomes law. A maximum of 30 m.p.h. represents an average of but little more than 20 m.p.h., and this means a serious limitation of the mileage which can be covered in a reasonable time.

We can all sympathize with the railways in their difficulties, but many believe that it will be little less than a calamity for the rival service to be legislated out of existence.

It cannot be hoped at this stage in the progress of the Road Traffic Bill to do anything further towards a modification of the suggested limit, but all operators of long-distance services would be well advised to get together so that they can present a united front.

MOTOR RACING IN HONG KONG.

For dangerous driving at Wong Nei Chong Gap on August 6, two Chinese chauffeurs were fined $50 and $75, respectively, by Mr. R. E. Lindsell.

Mr. C. E. L. Grist, who brought the matter to the notice of the police, stated that on the evening in question he was driving behind the cars driven by the defendants. On approaching a bend the front car pulled out and the second car drew abreast. Both then raced along the road.

In imposing the fines, Mr. Lindsell warned the defendants that if they should be brought up again for a similar offence, their licences would be suspended.

MOTOR SPIRIT FROM COAL TAR.

LORD BROTHERTON'S PROPHECY.

The possibility of an enormous home market for motor spirit derived from coal-tar, was referred to by Lord Brotherton, of Wakefield, in delivering the Messel Lecture before the Society of Chemical Industry at the Midland Institute, Birmingham last month.

For his services to the chemical industry, with which he has been associated for 50 years, Lord Brotherton was presented with the Messel Medal, a distinction held previously by the late Lord Leverhulme and the late Lord Balfour, among others. Among recent developments in the chemical industry, he said in his lecture nothing appeared to him more important than the production of nitrogenous fertilisers and their distribution over the whole world for increasing the productivity of the soil.

Enormous Home Market Open.

Lord Brotherton, who recently gave £100,000 for a new library and £20,000 for a Chair of Bacteriology at Leeds University, said he felt certain that the Universities had a great destiny, and that under wise guidance they would realise their responsibilities to industry.

Referring to the tar industry, he said that the position had to be faced that production was increasing so rapidly as to exceed demand.

"It is, however, equally true," he added, "that, so far as coal-tar can be made to yield motor-spirit, a home market of enormous extent is open to it, and that the systematic study of the chemical and thermal treatment of coal-tar—the blendings of its fractions and the modifications of its properties to serve many purposes—is only in its infancy."

"It is hardly to be believed that a properly treated coal-tar cannot be made equal, or even superior to, any other available material for the binding of roads, and that the liquid fuel which coal-tar provides cannot be made to compete with that from other sources."

Dr. Levinstein, presenting the medal to Lord Brotherton, said that from small beginnings, enterprise, courage, great industry, and the force of his personality, he had built up one of the most successful chemical industries in the country."

MOTORING AT HOME.

FEWER NEW CARS LICENSED.

The official returns of new licensed in April have just been issued, says *The Light Car and Cyclecar*, and, like the March figures, show a decline. They show that 16,988 new cars were licensed in April, 1929, whereas for April, 1930, the number was only 1,339—again a falling off instead of the healthy advance which, until a year or two ago, gladdened the heart of the Chancellor of the Exchequer. Obviously, the goose which has laid such a plentiful supply of golden eggs for the national exchequer has passed the zenith of its career, and is, to continue the poultry analogy, going out of profit. There seems every reason to believe that when the year comes to an end, instead of the amount raised by the horse-power tax showing a substantial increase on the previous year, as has been so consistently the case in the past, it may show a notable falling off.

As in March, no check was placed upon the allconquering popularity of the light car. In April, 1929, 5,735 new cars of 11 h.p. and under came on to the roads, whilst this year the figure was 6,142. Either hard-up owners of larger cars, recognizing the very substantial saving they can effect, are buying smaller models, or the light car is continuing its invauable recruiting campaign on behalf of motoring as a whole.

MOTOR-CYCLES MORE POPULAR.

Four hundred and ninety-eight thousand five hundred and seventy motor-cycles were made in different parts of the world in 1929, says *Motor Cycling*. The figure exceeds that of 1928 by 25 per cent. Great Britain produces about one-third of the world's total.

THE WORLD AT ITS WORST—SHOE STRINGS

By GLUYAS WILLIAMS



ABOLITION OF SPEED LIMIT.

MINISTER'S WARNING TO MOTORISTS.

Mr. Herbert Morrison, the Minister of Transport, speaking at Woolwich Cooperators' Day Festival at Abbey Wood last month; said that the purpose of the Road Traffic Bill was to bring order out of chaos and to achieve efficient economic reconstruction of the great road transport industry.

The abolition of the speed limit for light cars, he said, was really a statutory recognition of something that had already happened. Under the Bill severe penalties were imposed upon dangerous and reckless drivers, who were a curse to everybody. Let no motorist think that the abolition of the speed limit gave him greater facilities to play the fool.

In the new conditions drivers would have to rise to a higher standard of responsibility if they were to avoid a very rough time at the hands of the law. The reduction of licensing authorities for public service vehicles from 1,300 to twelve constituted a revolutionary change in the organisation of road passenger transport, having regard to the extensive powers for securing co-ordination and safety conferred upon the Minister and the twelve Traffic Commissions.

Waste would be eliminated, a steady improvement in the comfort and safety of vehicles secured, regular, co-ordinated services achieved, and a proper provision for reasonable fares. For the first time grants would be made from the Road Fund towards the cost, equipment, and maintenance of motorcycles and cars for a mobile police force, and, so far as he was concerned, he was determined to do all in his power to secure the observance of road sense and road courtesy on the part of all, whether drivers or pedestrians.

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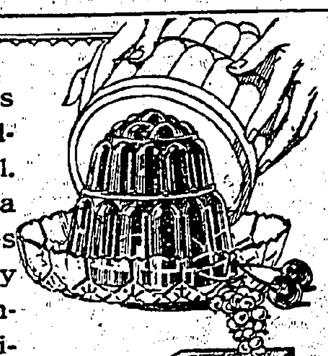
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EARNINGS OF A PLASTIC SURGEON.

COUNSEL'S STATEMENT OF £2,000 A YEAR.

A statement regarding the earnings of a London plastic surgeon was made to Mr. Justice Luxmoore, in the Chancery Division, when Mr. Henry John Greville was ordered to pay £10 a month off a debt of £191 for goods sold and delivered when he was in the gown and mantle trade.

Mr. Justice Luxmoore said that there would be a committal order against him which would not operate while he paid the instalments.

Mr. J. P. Eddy, for the creditor, Mr. Seifert, read an affidavit by Mr. Seifert in which he said that Mr. Greville carried on business at an address in New Cavendish-street, W., as a dentist and plastic surgeon under the name of Dr. Heymann's Institute.

"In other words," said Mr. Eddy, he gives people new faces for old and we understand that his income is about £1,000 a year!"

Mr. Justice Luxmoore: Is he here?

Mr. Eddy: No, my lord. Apparently he is living at San Remo, in the north of Italy, where he says he is under treatment. He employs at his institute a secretary and two nurses.

DROWNING "JOKE" DRAMA.

BOYS WHO THOUGHT THE ALARM A "LEG-PULL."

The story of how an aircraft apprentice was drowned because his colleagues thought the report of his being in difficulties was a joke was told at an inquest at Tring on Thomas William Mackinlay, aged seventeen, who was drowned in Wilstone Reservoir.

Joseph Frank Lawley said that when Mackinlay disappeared he told Aircraftsman Gibson, who was one of a picket.

Gibson said that when Lawley told him he had seen Mackinlay go down and had not seen him come up again he thought he was trying to "pull his leg," and so he replied: "Well, if you saw him go under fetch him up."

Gibson added that the picket often "had their legs pulled." Later, he dived into the water, but was still suspicious, for there were nearly fifty boys round, and they were all treating the matter as a joke.

The coroner said he was glad to hear the matter had been taken to stop the "leg-pulling."

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TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Commercial News.
11.30 a.m. to 12.30 p.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report. European programme continued.
2 p.m.—Close down.
6 to 7 p.m.—Chinese programme.
7 p.m.—European programme of Victor records selected and supplied by Messrs. Tsang Fook.
Zampa—Overture (Herold), Victor Symphony Orchestra.
Prelude in C Sharp Minor (Rachmaninoff) and Liebstraum (Liszt), Julius Schendel, Piano Solo.
Singing a Vagabond Song and Strike Up the Band, The Revelers, Male Quartettes.
Triana (Albeniz) and Spanish Dance (Granados), New Light Symphony Orchestra.
There's Danger in Your Eyes Cherie and A Year from Today, James Melton, Tenor.
Pagliacci—Fantasy (Leoncavallo), Marek Weber and His Orch.
Oh, How I Weary, Dearie, For You and I've Just Got Off The Chain, Sir Harry Lauder, Comedian.
The Prince—Waltz and La Sorella—Polka, Victoria Trio-Instrumental.
Carnical of Venice (Benedict), Toti del Monte, Soprano.
Gems from "My Maryland" (Romberg), Victor Light Opera Co.
Humoresque (Dvorak) and Caprice Viennois (Kreisler), Fritz Kreisler, Violin Solo.
Gold and Silver—Waltz and Emperor—Waltz, Strauss, International Novelty Orchestra.
8.40 p.m.—"Music and the All-Brow," the sixth of the series of talks by Mr. C. Dudley Bartlett—"Syncopation and Jazz."
9 p.m.—Weather report, time and local news.
Rigoletto — Introduction and Minuet and Quartette (Verdi), Creatore and His Band.
At intervals during the evening programme, the latest Test Match scores will be broadcast.

DANCE PROGRAMME.

9.15 p.m.—
Extra—Waltz—"It Must Be You."
1. Fox Trot—"Into My Heart" and "Dark Night."
2. Fox Trot—"I Like to do Things for You" and "Happy Feet."
3. Blues—"Singing a Song to the Stars" and "Ragamuffin Romeo."
4. Fox Trot—"Collegiate Love" and "To My Mammy."
5. Waltz—"Rock Me to Sleep in Your Arms" and "Mistakes."
6. Fox Trot—"Like a Dream" and "You're the Sweetest Girl This Side of Heaven."
10.15 p.m.—
7. Fox Trot—"All I Want Is Just One" and "Dancing to Save Your Sole."
8. Blues—"Home is Heaven—Heaven is Home" and "I Don't Need Atmosphere."
9. Fox Trot—"I'm in the Market for You" and "Just Like in a Story Book."
10. One Step—"The Verdict is Life" and "Reminiscing."
11. Fox Trot—"I Remember You Somewhere" and "Washing Dishes With My Sweetie."
11.10 p.m.—
12. Waltz—"Three O'Clock in the Morning" and "Aloha Oe."
Extras—"Dolores"—Waltz; "Revenge"—Waltz; "Livin' in the Sunlight"—Fox Trot; "You Brought a New Kind of Love to Me"; "Telling It to the Daisies"—Fox Trot; "Whippoorwill"—Fox Trot.
There will be an interval of approximately 2 to 3 minues between dances.
11.15 p.m.—Close down.

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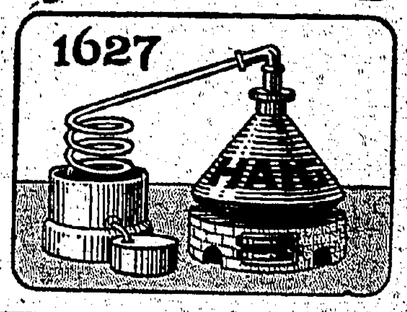
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Teak Dining Tables, Dining Chairs, Sideboards, with Bevelled Mirrors, Dinner Waggons, Ice Chests, Dinner Crockery, Glass Ware, Adding Machines, Kitchen Utensils, Stoves, Bookcase, Brass Ware, Cabin Trunks, etc., etc
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Including:—
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TRANS-PACIFIC NON-STOP FLIGHT.

FROM YOKOHAMA TO TACOMA.

DARING FLYER CONFIDENT OF SUCCESS.

Further details are now available by mail from Japan of the proposed flight from that country back to the Pacific Coast. It is interesting to note that Mr. Gatty has a sister living in Hong Kong. The latest news regarding the aviators' plans will be found below.

Lieutenant Harold Bromley, with his co-pilot Harold Gatty, and their trans-Pacific 'plane the City of Tacoma arrived at Yokohama last week with a view of flying across the Pacific.

Meeting the advance of the Pressmen with a carefree American "hello" and handshake, the American birdman remarked to the *Nichi Nichi* reporter:—

"My trans-Pacific hop scheme dates back three years, and has invariably been backed by Mr. John Dufferin, senior member of the Tacoma Chamber of Commerce. As you undoubtedly recall, when I smashed my first machine to pieces after the wheels were busted on the Tacoma runway on July 29, last year it was hard work to hold back my tears.

"This 'plane of mine I carried with me on this trip, flew about 3,000 miles at an altitude of 2,400 feet above Mono Lake, California, about a couple of months ago, and I am confident she will stand the test this time.

Built by Emsco Co.

"She was built by the Emsco Aircraft Company at Downey near Los Angeles. It is 40 feet long, with the maximum wing span of 60 feet, equipped with 420 h.p. Emsco-Wasp motor, and designed to carry 1,020 gallons of gasoline and 50 gallons of lubricating oil.

"I intend to pilot her between myself and Harold Gatty. The 'plane, with full load weighs about 5 tons. Figuring her hourly gasoline consumption at something like 20 gallons, at which she can make 100 miles an hour, she can stay aloft for 50 consecutive hours.

Tail Wind Will Help.

"Since Tacoma is 4,836 miles, I don't see why I can't make a go of it. Besides there is the tail wind that can be depended on to come to our aid, in which event we can fly from 600 to 1,000 additional miles.

"The course? Why, it is my intention to take what is known as the Great Circle, that is passing over Uruppu in the Chishima group, we intend to hop over the Aleutians, thence to Dutch Harbour, over The Juan de Fuca Strait *via* Vancouver Island and Cape Flattery, until Tacoma is reached."

The 'plane, City of Tacoma, was taken to the Tachikawa airport, 20 miles north-east of Tokyo, from which the Lieutenant expects to take off for his proposed trans-Pacific flight.

Lieutenant Bromley had intended at first to commence his big flight from Kizukawa airport, Osaka, and had accordingly consigned his 'plane to Kobe as the destination, but because of the enormous size of the 'plane, he decided at the last moment to fly from Tachikawa instead of from Kizukawa, upon expert advice.

The Lieutenant who apparently forgot to carry his passport with him, had much difficulty in getting permission to land, but the authorities, in consideration of the mitigating circumstances, allowed him to land at noon, and half an hour later the Lieutenant found himself in the Imperial Hotel, Tokyo.

Hopes to Leave Soon.

"I would like to take off from Tachikawa within 10 days from now if possible," said the Lieutenant, "but don't forget the air currents over here will be favourable up to the middle of September.

"Although my 'plane requires about one mile's 'taxing,' I have Colonel Goebel's word that Tachikawa would be able to take care of my 'plane in fine shape. I understand that the Japanese authorities are inclined to be sceptical over my attempt, but I have no doubt that I can convince them.

"In fact I wirelessed to the Tacoma Chamber of Commerce, while aboard the boat last night, asking the Chamber to induce Secretary of State Stimson into exercising his good offices in this matter, and I am confident whatever differences there may be can be ironed out smoothly.

"The radio apparatus in my 'plane has a communicative radius of 1,000 miles in daytime and 2,500 miles at night. In addition, I carry with me an altitude meter invented by Lieutenant Kokura of the Japanese Navy."

The maximum length of runway obtainable at Tachikawa is said to be about 1,200 feet. This, together with the fact that these days wind velocity seldom exceeds 10 metres, is expected to make it extremely difficult for him to take off.

Written Request Filed.

Lieutenant Bromley later filed a written request with a few conditions with the Communications Office for his proposed flight across the Pacific.

The outline of the American aviator's plan is to fly the reverse order of his tentative course for the America-Japan flight which he planned at first, that is, leaving Tachikawa, or possibly Kasumigaseki, then to pass over Kitakami, Kinkazan, Miyako, Erimozaki point, Ochiishi, Chishima islands and Aleutian groups.

The plan further explains that the 'plane will have a load of gasoline amounting to 1,100 gallons, besides 50 gallons of lubricating oil. The runway will be from 1,500 to 1,600 metres. The surface of the flying field for the take-off will need no pavement, but will have to be solidified and made smooth. The 'plane will fly from Yokohama to Tachikawa and, in case the field is found unsuitable for the take-off, the 'plane will then fly to Kasumigaura, concludes Lieutenant Bromley's request.

Selection Up to Bromley.

It is expected that the Aviation Headquarters will permit the flight after obtaining understanding of the Communications Office. The Aviation Headquarters will not object whether the American birdman chooses Tachikawa or Kasumigaura for the departure, but will first let Lieutenant Bromley select either one of the two airports and then fly to the selected field.

Lieutenant Bromley afterwards visited the Communications Office accompanied by the American Chargé d'Affaires Edwin L. Neville to get the understanding of the office concerning the flight.

Mr. Gatty, who will pilot the City of Tacoma with Lieutenant Bromley, made his appearance at the Naval Hydrographic Department at Tsukiji. He was interviewed by Dr. Ogura, from whom he got various suggestions and some advice as to the atmospheric conditions and other matters of the Pacific which have closest relation with the proposed flight.

Tachikawa Officers Sceptical.

Officials of the Tachikawa airport, although they are inclined to doubt the feasibility of the City of Tacoma's taking off from that field, are none the less holding out the hope that the Lieutenant may have some unsuspected skill to reveal.

DEATH OF MALAYAN CIVIL SERVANT.

MR. H. C. BATHURST.

After an illness of about twelve days the death took place on August 12 at his residence, Federal Hill, Penang of the Hon. Mr. H. C. Bathurst, Acting Controller of Labour and Chairman of the Central Health Board. The news of his death came as a great shock to all communities as his illnes was not understood to be of a serious nature.

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UNNECESSARILY SEVERE BEATING.

PROSECUTION BY S.C.A.

The inflicting of unnecessarily severe chastisement with a piece of firewood on her daughter was the cause of a Chinese woman appearing before Mr. Whyte-Smith at Kowloon Magistracy yesterday, when she was charged with beating an 11-year old girl. After hearing evidence, the Magistrate was about to pass sentence on the woman, but out of consideration for the future welfare of the small girl, he adjourned the case for 48 hours for further consideration by the prosecuting officer.

Defendant admitted the charge, but submitted that the girl was her daughter and that she had chastised her for disobedience.

Inspector J. Murphy, of the S.C.A., appeared for the prosecution.

The medical certificate regarding the girl's injuries was read out, and these, it was stated, were caused by being struck with pieces of firewood.

Magistrate: She is entitled to beat her daughter, but apparently she had used an unreasonable amount of force.

His Worship further said that if he accepted the defendant's plea, he could convict her of common assault. If the S.C.A. wished a heavy penalty to be imposed they would have to give evidence against the mother.

Inspector Murphy replied that that would not be to the girl's interest, as the S.C.A. had no power to take the girl from her mother. He would only ask for a small fine which could be paid by the mother.

His Worship adjourned the case for 48 hours and advised Inspector Murphy to consult the S.C.A. particularly with regard to what will happen to the girl after the case. If there were an assurance that the girl would receive better treatment in future, his Worship would have no objection in inflicting a light fine.

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SOME METRICAL MUSINGS.

[By "PERIPATETIC."]

This world, we're told, is full of fools and, roughly, every minute
Another one is born to swell the crowd already in it.
Some may escape the cap and bells, through force of circumstance,
But as a rule the fate of most rests in the lap of chance,
While some are chosen by the Gods to be the working tools,
That shape the lives and fortunes of some other little fools.

The bells rang merrily one day at Slocome-in-the-Wold,
To celebrate the tidings that the vicar's little fold
Had just increased its flock by two (both boys and doing well).
Right lustily (with beer in view) each ringer rang his bell.
The vicar, who could really see no cause for jubilation,
Accepted both his "gifts" with truly Christian resignation.

And in the fold we leave the twain until they reach the age
When we can send them strutting to the centre of the stage.

The elder one inclined towards the glamour of the city,
And bravely faced the wolves that neither give nor ask for pity.
In the fight to follow he resolved that he would not be beaten
But stick his nose well in the trough—to eat, and not be eaten.
This fortune's fool became the tool to ease the longer purses,
Nor sneezed he at the short ones (heeded not the widow's curses).
A rigger of the markets, he gave large sums to charity,
And his tales of undiscovered mines were perfect gems of clarity.
A palatial country mansion (vide agent) came his way;
The sun was shining brightly, and he made a lot of hay.

He spent his money royally; a cottage down at Brighton
Was oft the scene of what wo'd really better throw no light on.
In a bungalow up-river where the chorus "did its stuff,"
Our fully-fledged young hero was the last to cry "enough."
Where bacchanalian revels on a moonlit velvet lawn,
Would scandalise the neighbouring week-enders till the dawn.
Accepted by society (he'd such a lot to burn!)
But older men, and wiser, waited for the tide to turn.
He weathered many storms upon Finance's risky sea,
And recked not of the reckoning that waits for such as he.
'Till Nemesis decided (quite in keeping with her sex)
One day in June she'd engineer a few financial wrecks.
Then suddenly produced a hitherto unchartered rock,
Which landed him with others in the shelter of the dock.

So disappears our meteoric hero from the scene
He may be seen again, some day,—a star upon the screen.
Comes Percy, twin the younger, darling of his mother's heart,
To take the stage; let's see how he will play his humble part.
Quite early he evinced decided leanings to the cloth,
But knowledge of theology (much to his tutor's wrath)
Was not his strongest suit, and so a flinty-hearted Pro.
Dispelled his hope of gaiters, and poor Percy had to go.

But still he'd lots of knowledge of the things that really matter;
He patronised invariably the most exclusive hatter.
Immaculately clothed in garments built in Savile Row,
(A fellow garbed in "reach me downs" he simply didn't know!)
His boots were never patched or soled, his hosiery *recherché*,
In short he was a veritable Brummel of a Percy.
He followed all the ritual Society demanded,
At tea the choicest cakes to all the dowagers he handed.
He never even glanced at girls without an introduction,
And mammas never had the slightest qualms anent abduction.
He didn't smoke or gamble, was the essence of sobriety,
In short, he was in every way a model of propriety.

"His papa said one morning:—"You'll excuse me if I mention
It's time that your career received a little more attention."
The Church would have him not, the law he thought was much too fagging,
Although he didn't want his folks to think that he was bragging.
He felt that certain places in the Empire needed propping,
His mother wept; his father hoped; his sisters said:—"How topping!"
But much to everyone's surprise (his mamma said 'twould kill her)
Our Percy was gazetted as a budding little "pillar."
Fond mother gave him much advice and wept upon his neck,
And squeezed into his willing hand a surreptitious cheque.
She begged that he would always change his clothes when they were damp,
His father said:—"My son, beware of women—those that vamp."

And so he sailed away upon a P. & O. (first-class)
To a place that's not a thousand miles away from Lyeemun Pass.
He dreamed, *en route*, of carpets red laid down for his reception;
He little knew how far he'd plumbed the depths of self-deception!
No welcoming ovation marked his (overdue) arrival
In point of fact he gathered he was something adjectival!
(A tennis-party busted by his inconsideration)
"An awful bore, this meeting coves who join the bally station!"

Undaunted yet, he gobbled up advice on things *de rigueur*
And dashed into the social whirl (!) with unabated vigour.
His manner on the morning tram comformed in every way,
To standards set by "livers" at the opening of the day,
With face correctly elongated, bearing signs of grief,
And shrinking from his neighbour (very possibly a thief!)
With eyes, unseeing left or right, fixed in a rigid stare,
He bore himself with credit in that human "frigidaire."

The matutinal gin and ginger had no subtle charm,
He never touched a cocktail, and he viewed with great alarm
The product of that gentleman who's always going strong,
And "after dinner" stories Percy thought were very wrong.
He didn't fear to hear the tales the sneering mountain moose
Could tell about the exiles who go out upon the loose!
(Walk warily, my paragon, you little guess the fall!
Awaiting round the corner; Mistress Fate is due to call!)

It chanced the wind, in frolic mood, deposited one day
At our young hero's feet a hat bedecked with ribbon gay.
A hasty dash and lo! the prize was his, until a girl
Appeared in chase, with one hand pressed upon a wayward curl
And one outstretched to claim the errant hat; her eyes were brown,
A dimpled smile, and sad to say, Dan Cupid had him down!
A little gasp, then, modestly, the lady murmured:—"Thanks!"
Unblushingly he stated that they'd met at Mrs. Blank's,
But simply couldn't, for the moment, recollect her name,
And, nothing loth, the maiden played this very ancient game.
(You know the rules that guide it, and they followed 'em from "go.")
Her people were away up North for just a month or so.

Poor Percy went to bed that night his mind in wild confusion,
Forgot to shave next morning, and didn't take his Kruschen;
He dallied at the office with a *most* important file,
For all that he could see inside was just his lady's smile!
A hectic month to follow, and they went it good and strong,
He cabled home for money (parents wondered what was wrong!)
Then bought expensive presents (didn't know the genus "digger"),
While cynical old stagers watched the play with scarce a snigger.
He begged that when her folks returned that she would be his bride.
She knew the end was well in sight, and so the maid replied:—
"But that's a bargain two must make and, darling, ere we strike it,
I really must confess I think my husband wouldn't like it!"

And so Percy wends is heading for disaster—
That nobody could travel down the road to ruin faster.

L'ENVOI.

Now who shall get upon the judgment-stool
And say which was, of two, the greater fool?

[None of the persons or incidents described above are real, the characters and events being wholly imaginary.—ED.]

THE CHINESE FLAG IN AUSTRALIA.

HOISTING BANNED AT DARWIN.

CONSUL-GENERAL'S PROTEST.

Mr. F. T. Sung Chinese Consul-General in Australia has sent a letter to the Prime Minister, Mr. Scullin, protesting strongly against the refusal of the Civil Administrator at Darwin to allow the Chinese residents to fly their national flag.

In his letter Mr. Sung states that he has received a report from the Chinese residents at Darwin to the effect that on May 30 last, when the Chinese national flag was hoisted at half mast in commemoration of the heroes who died in the cause of the national revolution, the Civil Administrator interfered, and ordered the flag to be hauled down.

"Only the Union Jack."

"This drastic measure was explained as justifiable," says Mr. Sung's letter to Mr. Scullin, "on the grounds that, no matter what memorial day it may be, the only flag that is allowed to be flown is the Union Jack. My nationals are incensed with the Civil Administrator's unfriendly action, particularly since such a practice is unheard of in any other country.

"The Chinese of Northern Australia are industrious and law-abiding people, and I feel that this action on the part of the Civil Administrator has unnecessarily and unwisely aroused their ill-feeling. On their behalf I wish to make a strong protest against this measure, and would respectfully request that no further interference of this kind be made with the Chinese."

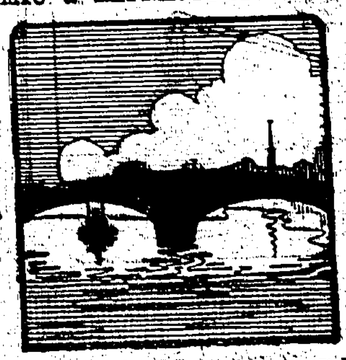
Explaining the new flag of the Nationalist Government of China, a white sun in a blue sky in the corner and a red field, Mr. Sung said that, as in the French flag, the colours denoted red, liberty; blue, equality; and white, fraternity. In addition, the three colours also denoted the three principles of the people—nationalism, democracy, and livelihood.

The white sun in the corner denotes that the Chinese Nationalist party is the centre of political thought, as the sun is the centre of the planetary system. The rays, 12 in number, are equal to the hours of the clock, and denote the eternity of the Chinese Nationalist party. The rays of the sun reaching all parts impartially signify liberty and equality.

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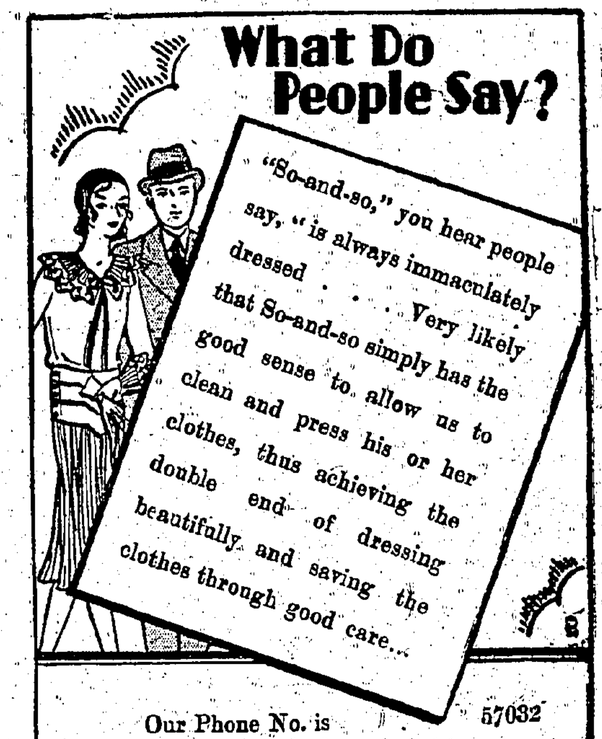
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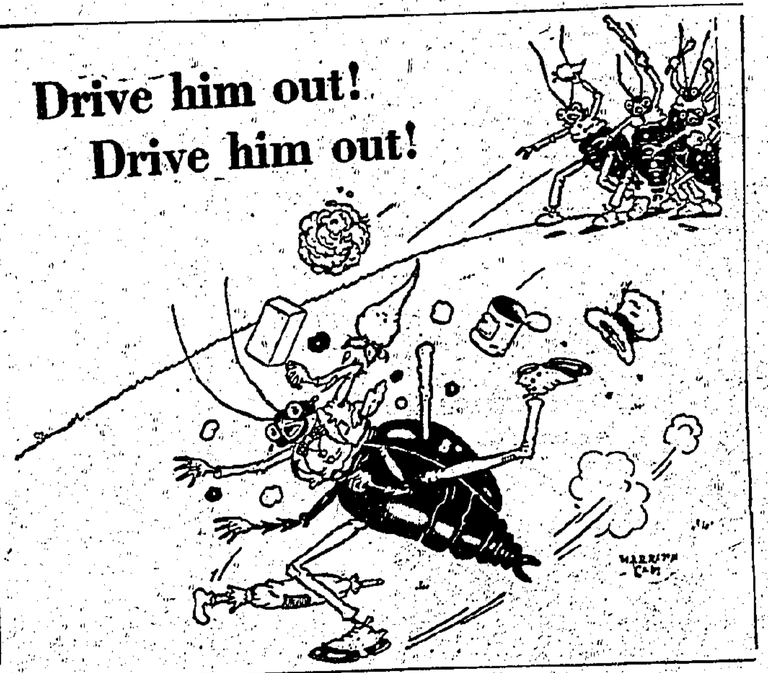


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He'll exterminate us all! He stepped in

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TONG KA WAN.

DEVELOPMENT SCHEME SHELVED INDEFINITELY.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 19.

Owing to the enormous cost coupled with the strong objections from certain quarters, the development of Tong Ka Wan into a world port to be known as Chungshan Port, of which a great deal of publicity has been given in the Press, is to be indefinitely postponed. The lack of finance is largely responsible for putting off the work to some distant period yet to be announced. It is estimated that $20,000,000 would be needed to build the necessary wharves, godowns, and to dredge the harbour deep enough to allow ocean liners to enter. Neither Canton nor Nanking is in a position to appropriate anywhere near this amount, owing to the civil war and it a concomitant drain on the treasury. Both Nanking and Canton are at present floating huge domestic loans with which to strengthen the financial position of the respective Governments. Neither can at this time spare any money for such an ambitious undertaking which can be indefinitely put off without any appreciable ill-effect.

Aside from the financial question, there are serious objections from certain influential quarters to the development scheme. As far as the writer is aware, the Canton Government as a body is still in favour of the project, which has had the sanction of Nanking. It has at least expressed no official comment to the contrary. Its recent appropriation of $30,000 for the opening ceremony, which money has been used up for the construction of highways leading to Tong Ka Wan, the erection of matsheds and other expenses, shows that Canton was behind the undertaking. General Chen Ming Shu is reported to be still as heartily in support of the scheme as ever. But in spite of all this, objection has been raised from individual influential officials in Canton. They argue that it would be more feasible to develop Whampoa into a world port. It is right close to Canton, the centre of trade of South China, and a spot capable of being highly developed. Moreover, they said, Whampoa was selected for a world port by the late Dr. Sun Yat Sen, who, in his book entitled, "The International Development of China," had made valuable suggestions as to what should be done. Finally, the opening of Tong Ka Wan as a world port would mean a strong diversion of trade from Canton.

One member of the Provincial Government of Kwangtung is reported to have sent a lengthy petition to Nanking, urging it to reconsider Whampoa.

Yet in spite of all this, plans for the development of Tong Ka Wan in accordance with the Nanking mandate appear to be still in progress. Thus the "Min Kuo Daily News," the official organ of the Canton Kuomintang, reports that a foreign engineer in Canton has just been engaged to draw up the necessary plans and make suggestions for developing the place.

SIR CECIL CLEMENTI.

SEES SEA-DYAK DANCING IN KUCHING.

When Sir Cecil and Lady Clementi, who are visiting British North Borneo and Sarawak, arrived in Kuching on August 4 they were met by the Chief Secretary and Treasurer, and, after inspecting a guard of honour, were taken to the Astana where they were met by H.H. the Tuan Muda.

In the late afternoon a drive round Kuching was arranged. A dinner was held at which heads of departments and prominent residents were present.

Another drive followed, during which the illuminated parts of the kampongs were visited.

The next day, after spending the night at the Astana, Sir Cecil and Lady Clementi were taken round the government offices, the docks, fire station, markets and schools.

After dinner a Sea-Dyak dancing performance was given.

CORRESPONDENCE.

[For obvious reasons, the identity of his correspondents must be known to the Editor. All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith. Correspondents who do not give this information will not see their letters in print.—ED.]

WHAT'S WRONG AT THE CATHEDRAL?

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I thank "John Blunt" for his letter, but I am afraid he has missed my point. He apparently does not get the significance of my *nom-de-plume*. He has a perfect right to his opinions, but nevertheless I do not agree in what he states regarding the return of the Bishop and Dean. A a loyal Churchman, I cannot discuss these dignitaries.

Why bring another "junior cleric" into the question? Cannot this gentleman carry on until his "seniors'" return? Do we go to any place of worship to see the padre or for the padre's sake?

I do not agree in what "John Blunt" says regarding hymns, chants and anthems. It does not matter a scrap whether an Anglican be High, Middle or Low Church. It is possible for any such person to enter any Church of England and follow the service. It ought to, at any rate.

I congratulate the Dean on the changes he has made in the Cathedral since his arrival, but I would say with A. C. Benson that "the best statesmanship in the world is not to break rudely with old traditions, but to cause the old to run smoothly into the new."

There is only one service at the Cathedral which I feel calls for comment, namely, the Holy Eucharist, irrespective whether it be plain or choral. To-day the spiritual value of orderliness and beauty in the presentation of worship has come to be appreciated to a greater extent than ever before by men and women of all schools of thought. I plead for a uniformity in ceremonial.

I believe that one of the main sources of objection to ceremonial in worship is due to the great variety that exists, which often makes the service fussy. At the same time I would say that there are certain ancient traditions which cannot be wisely ignored, though practical utility must always be allowed its say. There is, in many directions, too much of the temper of the drill-sergeant—the worst enemy of the good ceremonialist—for example, turning corners at right angles.

I, for one, prefer genuflection to bowing. I think the Incarnatus should be reverenced. Again, I think the sermon at the Holy Eucharist should be based on and be in keeping with the service. A few Sundays ago, we listened to a very able discourse on philosophy and on Plato, but what connection is there between Plato and this service?

Cannot we have the Choral Eucharist in this place similar to that at Holy Trinity Cathedral, Shanghai, or that at St. Andrew's Cathedral, Singapore? Really, these places are a joy to attend, at least at this service. The service is one of thanksgiving, then sing, sing, sing. Don't muffle your bells! I should also like to see the ladies in the choir in cap and surplice. Why not? Singapore follows this practice!

Matins and Evensong interest me very little in comparison with the Holy Eucharist, and I do not complain of the singing at all at these services. The organist certainly does his share. The responses of the congregation are absolutely *nil*.

I hope that the Dean will read my letters, and I am positive that if he acts on them, he will act wisely. I will gladly give a set of vestments for use at the Cathedral or at St. Peter's for use at Choral Eucharist if I am asked.—Yours, etc.,

MIRFIELD.

HONG KONG: August 19.

CHRISTIAN SCIENCE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Whenever I observe any correspondence upon the subject of the above, I am always reminded of my father's definition of it. He said:—"It is neither Christian, nor is it Science."

I think these few succinct words describe it.—Yours, etc.,

CANTABRIGIENSIS.

CANTON: August 15.

SAW GHOSTS ON RADIATOR!

RECENT ACCIDENT AT DEEP WATER BAY.

CORONER'S INQUEST.

"A few minutes prior to the accident he told me that he saw two men standing on the radiator," said the driver of car No. 507 which was involved in a motor accident in Deep Water Bay on August 11, as a result of which two persons were killed.

At the time, a man surnamed Wong was driving the car. Together with a party of friends, this man hired the car at West Point at 2 a.m. Included in the party was a girl. Wong sat in the front seat with the chauffeur and told the latter to drive round the Colony.

When the car had reached Shaukiwan at the point where the Island Road begins, Wong is said to have claimed to be a licensed driver and to have asked to be given the steering wheel. To this the driver consented.

Two Men on Radiator.

According to the evidence of the driver, Wong drove quite well until they reached Stanley. It was at this time that Wong said there were two men standing on the radiator.

The Coroner: What did you think he meant. Did you think it was a joke or what?

Witness: I thought it was a ghost.

The Coroner: You did not see anything?—No.

Continuing, witness said that he asked to be given back the control of the wheel but the man Wong replied: "I am a rich man and whatever risk I take is bigger than any risk you should take. You have nothing to fear."

At Deep Water Bay, said the witness, the car was travelling on the wrong side of the road, a fact which witness pointed out to the driver, who immediately took the car back to the left of the road. When it neared the bridge the car, for some unexplained reason swerved sharply to the right and crashed into the rails, plunging into the nullah below.

In answer to the Coroner, witness said that there was no question of the bursting of a front tyre. There also appeared to have been no obstruction on the road.

Causes of Deaths.

As a result of the crash, two persons were killed, and the result of Dr. A. V. Greives' *post mortem* examination on the bodies was as follows:—

The first man died of asphyxia from drowning. His lungs were congested and his stomach was watery. The second man died of hemorrhage and shock, and in his case death must have been very rapid.

Sub-Inspector Saunders, who is inspector of vehicles, stated that the car had been tested a month previously and was in good order. He described the position in which the car was found, and added that although it was badly damaged, the chassis was almost intact.

A brother of the man Wong stated that the deceased had no occupation and was supported by his father. He had been driving before though witness could not say whether he had a licence. His brother did not drink or smoke opium and as far as he could say, suffered from no delusion of any kind.

The inquiry was adjourned.

RULE OF THE ROAD.

MOTOR BOAT COXSWAIN FINED.

When Sergt. May gave evidence at the Marine Court yesterday in the case in which the coxswain of the motor-boat Sing Chau was summoned for failing to observe the rule of the road on the night of August 14, he said that on the night in question the police launch was proceeding from west to east when defendant's boat suddenly cut across his bows from south to north. He had the right of way but the coxswain ignored his one-blast signal, and if his launch had not stopped, there would probably have been an accident.

Defendant's record showed that he was previously convicted for failing to stop when called upon to do so by the police, and he was accordingly fined $20 with the alternative of two weeks' hard labour.

KIDNAPPERS' DEN IN KOWLOON.

SIX MONTHS' GAOL FOR A CHINESE.

When a Chinese was charged before Mr. Whyte-Smith at Kowloon Magistracy yesterday with the kidnapping of a nine-year old child, Sergeant Meadows told his Worship that the house to which the child was taken, No. 262, Tai Nam Street, together with about ten other houses in that vicinity, were all being watched by the police. The inmates of some of these houses have been rather notorious lately and the Police had occasion to raid some flats time and again in connection with the trafficking in children.

In regard to the present case, Sergeant Meadows said that the complainant lived at 50, Laichikok Road, and the kidnapped child was his son. On the afternoon of August 1, the boy ran away after he had been chastised by his mother. He left the house at a late hour and did not return that night.

At about 2.15 a.m. the same night, a Chinese Police Sergeant-Major received information that certain persons were trying to kidnap a child in Tai Nam Street. In the course of investigation, the Sergeant-Major had two men pointed out to him as being connected with the affair. These two persons were questioned but denied that they were kidnappers. The actual person, they said, had gone to tea but would probably return half an hour later.

The two Chinese brought the Sergeant-Major outside No. 262, Tai Nam Street, and about half an hour later the defendant himself appeared. When questioned he at first pretended to know nothing of the affair, but finally admitted that he had taken the boy upstairs.

The police officer sent for assistance from the Police Station. Officers visited the premises and the defendant, together with the boy, was taken to the Station.

Wong Hung, the kidnapped child, told his Worship that the accused met him in Tai Nam Street. The boy was sleeping on some stairs outside a shop. The defendant woke him up and offered him two cakes. Afterwards the accused frightened him and said "You'll never get away from me."

The defendant, who received six weeks' hard labour earlier this year for stealing, was convicted and sentenced to six months' hard labour and ordered to received 12 strokes of the birch.

A QUESTION OF LINES.

MAGISTRATE AND THE PARKING PROBLEM.

At Central Magistracy yesterday, Mr. M. B. King was summoned for parking his car in a prohibited area on the Central Praya. After some discussion he was let off with a caution.

Regarding the question of parking space, the Magistrate (Mr. Lindsell) asked just how much space there was. He remarked that on Monday he had occasion to park his car at a spot opposite the Post Office, being under the impression that he was on the right place, and yet when he returned later, he found that his car had been moved.

Inspector Alexander, who prosecuted, said there were white lines marking the parking spaces which again were divided into two areas, that is, eastern for G.P.O. vehicles and western for private cars. There were signs stuck up against the kerb outside the Post Office indicating this.

His Worship then remarked that these lines would not show the line of demarcation. It was not reasonable to expect defendant to know with only these signs up.

In closing the case with a "caution" Mr. Lindsell observed to Mr. F. X. d'Almada, jnr., who represented the defendant:—I gather you were pleading guilty.

Mr. d'Almada: Yes, your Worship. I was going to say that we did park there, but that we did not know.

His Worship: You were lucky that I had the very same difficulty yesterday.

JAPANESE CONSULATE BURGLED.

A report made to the police by the Japanese Consul-General states that between 4 p.m. on Monday and 9 a.m. yesterday, some unknown person entered the Consulate in Prince's Building by means of a duplicate key.

The thief is said to have extracted $160 from an *attaché* case, which was kept in a locked cupboard.

INDIAN SERGEANT CHARGED.

ALLEGED TO HAVE ASKED FOR BRIBE.

An acting Police Sergeant, Ali Ahmed, was charged before Mr. R. E. Lindsell yesterday with extorting a bribe of $1.60 from an unlicensed hawker in the West Point district. His case was remanded until Saturday at 11 a.m.

Arising out of the alleged acceptance of the bribe, Inspector McWalter put in a charge of misconduct, but this was ruled as being superfluous by the Bench.

An unlicensed hawker stated that he had held his pitch for more than a year at Centre Street and had on two occasions been arrested; being once brought before the Court.

He alleged that he first came into contact with the accused at the end of last year, when the latter was making the round of the various stalls and inspecting licences. He had then demanded a consideration for not arresting defendant, who was without a licence.

The first actual payment was made in the fifth moon, and defendant in the meantime is alleged to have helped himself liberally from the defendant's story. Eventually an arrangement is alleged to have been arrived at whereby defendant was to receive eighty cents regularly from complainant as the price of immunity from arrest.

After one payment, defendant was advised by friends to communicate with the authorities, a step which he took. Subsequently the defendant was arrested when he is stated to have fallen into a trap laid by the police.

The defendant is granted bail of $1,000.

CHINA BUILDING ROBBERY.

DEFENDANT DISCHARGED BY COURT.

The daylight robbery in China Building on July 25 last was recalled at Central Magistracy yesterday, when a Chinese was charged before Mr. H. R. Butters with the theft of a pair of gold bangles from the person of a woman who lived on the building.

At the outset, Detective-Inspector Shannon, who prosecuted, told the Magistrate that he had no witness who actually saw the robbery beyond the woman who was the victim.

On the day in question the woman was descending from the second to the first floor of the building when she was set upon by the defendant, who, with two others, had been playing cards on the stairs. The defendant snatched a pair of bangles from her and made his way out of the building, followed by the other two who had been playing cards with him.

A cry of "Save Life" was raised by the victim some time afterwards, probably a minute or two after the trio had left the building. There were several people who could say that they saw someone running out of the building and making off by the back lanes, but none could say that the defendant was one of them.

The police arrested the defendant two days after the robbery. They were given certain information and acting upon this they managed to accost defendant near the Yaumati Ferry Wharf. The defendant on being questioned completely denied taking part in the robbery.

At an identification parade, subsequently held, the woman, who was the victim of the robbery, picked out the defendant from twenty people on parade. Detective-Inspector Shannon stated that the case amounted to the complainant's word against the defendant and he relied on the identification.

After hearing the evidence, his Worship stated that he felt that there had not been sufficient evidence brought before him on which he could register a conviction. The defendant was discharged.

BEDROOM COOLIE LOSES $800.

THEFT AT HONG KONG CLUB.

Yeung Po, bedroom coolie of the Hong Kong Club, reported to the police that about 9 a.m. yesterday, he concealed all his savings, which amounted to $801, behind a dressing table in an unoccupied room of the Hong Kong Club. Coming into the room shortly after, he found that his money had been stolen.

Chinese Employee Suspected.

He suspects the second steward employed at the Hong Kong Club. According to Yeung, the second steward was seen to enter the room for the purpose of dusting the furniture. The man subsequently applied for sick leave and departed. Although the police had made attempts to trace the suspected person, his whereabouts are still unknown.

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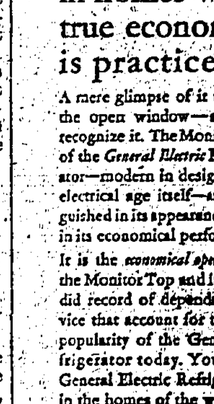
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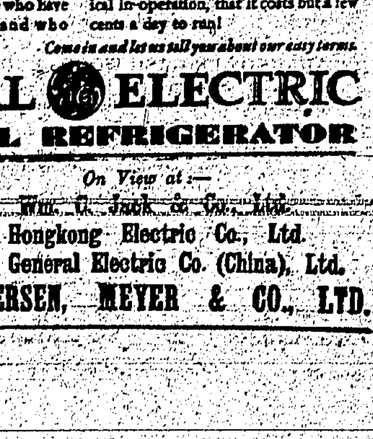
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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3 p.m., stated:—

The depression continues to move north-eastward and is now central to the S.W. of Vladivostock. Pressure is low over China generally.

Local Forecast:—S.W. winds; moderate; fine to cloudy.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory:—

Manila, August 18, 3.45 p.m.—Cyclone or typhoon W. of Bashi Channel filling up.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, August 20, 1930.

PEACE AND POLITICS.

At last a special Examination Committee of the Privy Council in Tokyo has commenced to settle down to its formal examination of the London Naval Treaty. To be more precise, the Committee has met in the Imperial Palace, and discussed the agenda. Thus, by very slow but by no means easy stages does Japan gradually get into position in readiness to fall in line with Great Britain and the United States. How long it will be before ratification actually takes place nobody knows. The Privy Council has already wasted a lot of time on trivialities. For example, some weeks ago complaint was made of the Cabinet's carelessness in submitting for examination a treaty "full of errors and omissions"—which sounds slightly Hibernian, but 'twill pass. Some keen-eyed critic discovered that the name of one of the Italian delegates at the London Conference was wrongly spelt—an "error" which appears to be no error at all, one of two successive consonants having been dropped—in accordance with Italian custom—for the sake of euphony.

That crisis safely passed, there comes the question of inaccuracies. The Cabinet maintained that the alleged mistakes are merely the result of different ideas as to what is and is not a correct translation into Japanese. This seems rather like a nasty knock at the Privy Councillors and their linguistic abilities, but the trouble does not end here. The Privy Council, before deciding whether or not to recommend ratification of the London Treaty, demands to be given a copy of the report made to the Throne by the Navy Department. This the Premier refuses to do, on the ground that this report was prepared solely for submission to the Emperor. Count Mivosi Ito, Chairman of the Special Examination Committee, is friendly neither to the Cabinet nor the London Naval Treaty, and it is expected there will be some heated passages during the proceedings between him and Mr. Hamaguchi, the Premier. A petition has been presented to the Emperor, signed by about a score of retired Admirals and Generals, protesting against Japan's ratification of the Treaty, and a number of naval officers are known to have supplied the Privy Council with valuable (from their point of view) information, regarding the allegedly helpless position in which Japan will find herself as a result of the proposed readjustment of British, American and Japanese tonnage.

The Privy Council is not likely to recommend the rejection of the London Treaty, but it is likely to do its utmost to represent the agreement as a very bad bargain for Japan. The Government has defended its approval of the Treaty, but there has been no enthusiasm for the compact in the Navy Department. The attitude there is one of philosophic resignation—Japan's name has been put to an agreement, and what has been done cannot be undone. At an international conference one cannot expect to gain everything and give nothing. The strength allocated to Japan under the Treaty is insufficient for national defence, "and the main thing is that we should devote our attention to making the best of the situation hereafter." This is the old familiar argument of the Big Navy men in all countries, but in Japan these gentlemen have much more political influence than in Great Britain and the United States. Admirals in Japan not only sit in the Cabinet but are able to pull many political strings, and can—if they feel disposed—force their shipmate in political office to resign. That possibility is feared by some—that Admiral Takarabe, Minister of the Navy, may be forced to resign as a sign of contrition for his share of responsibility in the London negotiations, and that the Cabinet itself will collapse in consequence, since no other Admiral would take ministerial office. The whole controversy is a discreditable political squabble, in which the Government's enemies are actively and openly conspiring to bring about its defeat.

MIDSUMMER MADNESS.

The official *communiqué* issued by the Italian Government in regard to the death-roll in the recent disastrous earthquake in Italy makes strange reading. We are told that the Government intends to publish a full list of names in order to confute "the enemies of Italy who grossly exaggerated the extent of the disaster." Now, what are the facts? On July 24 the official estimates issued by the Italian Government itself gave the number of dead as 1,774, stated that 4,264 persons had been injured, 3,188 buildings completely destroyed and 2,757 more damaged. These are the figures that Reuter's and other news agencies supplied to newspapers throughout the world.

At the time of the disaster, when we were publishing cabled reports of the earthquake, including the official *communiqué* giving the figures stated above, we received a communication from the Italian Consulate-General in Hong Kong, in which it was stated that official messages received by the Consul-General from Rome indicated that the news published regarding loss of life and damage to property was "almost all exaggerated." What we said then in regard to this communication we can repeat with equal justice now in view of this later extraordinary statement from Rome:—"We cannot imagine any reason why Reuter should cable details of the disaster which are not authenticated and, as a matter of fact, the figures dealing with the killed and injured are quoted from official statements issued by the Italian authorities. Consequently, if there has been any exaggeration in this respect, it is Italian officials who are responsible for the misstatements."

It was explained in the official *communiqué* published yesterday that returned fugitives from the earthquake districts have happily reduced the death-roll to 1,475, but this does not alter the fact that the total was officially estimated on July 24 at 1,774. There is a difference of 299 between the two totals—the revised figures show that the original estimate was about 20 per cent. too high. The difference has been explained by persons reported missing having returned, but even had the first figure been inaccurate, an error of 20 *per cent. can scarcely* be called "gross exaggeration." In any case, we cannot conceive how "the enemies of Italy" could possibly hope to benefit in any way from "grossly exaggerating the extent of the disaster." We can appreciate the potential damage which could be inflicted upon national prestige by false or exaggerated reports of naval or military disasters, industrial disputes, of famine, but we fail to see how the enemies of any nation could benefit by exaggerating the death-roll caused by one of nature's disastrous upheavals. Surely Mussolini does not flatter himself that his enemies have such an opinion of his power that they hold him responsible for earthquakes? Or is it that the Italian Government is suffering from what is known in medical circles as "persecution mania," which mental disability, incidentally, presupposes an inferiority complex?

★ News and Views ★

The newspaper men of Romania are to receive old-age pensions, and when they retire from active work are to live in nicely furnished and attractive "journalists' retreats," according to a law which has just been passed by the National Assembly at Bucharest. Of course all this is not to be given to them as a gift, pure and simple. They are to help build up the pension fund. As the workers, school teachers and State officials in most European countries contribute from their monthly salaries or wages toward a pension fund, from which they draw in cases of need or after retirement, so the Rumanian journalists are going to be required to lay money aside for a rainy day. Every real newspaper man or woman in the country, whose chief occupation is journalism and who receives for such work at least 4,000 lei, or $30 monthly, and who is a member of one of the authorized Rumanian journalists' associations, is to contribute regularly toward the retirement fund, which will be administered, controlled and supplemented by the state.

The assistant chief of the automotive division of the United States Department of Commerce announces that 35,127,398 passenger automobiles, motor-trucks and motor-buses were registered throughout the world January 1, 1930. Many a motorist trying to return home after a few hours spent at the seashore might be excused for wondering if that figure did not apply solely to the road he was travelling.

The heroic rescue of a young Scotsman is reported from St. Nazaire. David Buchanan, aged 22, a native of Scotland, set out accompanied by a countryman, Harry Thomley, a chemist, for a canoe trip in the sea off the fashionable seaside resort of La Baule. When they were about 600 yards from the beach their craft was capsized by a big wave. Thomley was drowned after struggling in the water for a few minutes. Buchanan was about to suffer the same fate when he was rescued by Mlle. Lucie Jean, aged 17, who, noticing the plight of the two young Scotsmen from the beach, plunged into the water and swam out to them. The French girl is a daughter of the manager of the Alexandria branch of a big Parisian firm of multiple shops.

The 100 per cent. record of success of blind students trained in the massage school of the National Institute for the Blind has been maintained in the recent examination for membership of the Chartered Society of Massage and Medical Gymnastics. Six blind candidates from the National Institute—five men and one woman—entered, and all passed. They were also approved to administer electrical treatment. In the examination, which includes both practical and theoretical work, the blind competed on equal terms with the sighted.

Stroked by Miss M. Barff, the Alpha R.C. crew won the Women's Eights Championship for the second year in succession, from Putney to Mortlake, recently, in 26 min. 45 sec. They beat Cleaveleys R.C., a crew from the River Lea, by six lengths. The winners led by two lengths at Hammersmith, and five lengths separated the crews at Barnes.

Private depositors and payment by cheque are far less common in France than in England, the canny Frenchman, in many cases far "closer" than the canniest Scot, is often still a believer in the hidden store of hard cash about his own dwelling. But the cheque system must be spreading in France, since the Government has just drafted a Bill which will control some of the possible abuses of the system. It is amusing to read that "a fine of 6 per cent. of the value of the sum for which the cheque is drawn is inflicted upon the drawer or issuer in cases where the drawer omits to date the cheque. This aims at stopping the practice of omitting to date a cheque in order to delay its payment." This indicates the novelty of payment by cheque in France, for few people in England would accept one which had missed out such an important detail as the date. Little mistakes of this kind used to be "tried on" in the war days by impecunious subalterns towards the end of a month, but it seems odd to read that such transparent tricks should have to be restrained by Act of Parliament.

America's balance-sheet on international business in 1929 has been issued by the Commerce Department. "The private debts of United States citizens to foreigners," the report states, "are approximately $7,500,000,000 (£1,500,000,000), and are greater than at any time in American history. That means, of course, that on absolute amounts we are now the greatest debtor nation (on private account) in the world's history, though on net balance we are one of the most important creditor nations."

A Press representative recently asked Mr. George Bernard Shaw if the report were true that the Prime Minister recently sounded him as to whether he would accept a peerage in order to help the Government's debating strength in the House of Lords and that Mr. Shaw declined in appropriate terms. "The Prime Minister has not communicated his desire to me," was G.B.S.'s reply. "Of course, he may contemplate it, but I cannot tell what is in his mind, or the King's mind, or anybody else's mind. I suppose there are various Dukedoms vacant. They could scarcely offer me less than a Dukedom, do you think?" When asked if he would accept a peerage if it were offered Mr. Shaw said:—"Well, you know, I never ford a stream until I come to it. If they could find me a more distinguished title than George Bernard Shaw, I might consider it!"

A system of currency coupons for the convenience of travellers flying on the England-India Air Mail route has been introduced by Imperial Airways. It has been found that at the various halts travellers wish to make small personal purchases. To save them having to burden themselves with odd sums in various local currencies, the company will issue special 5s. coupons which will be cashed into local currency by Imperial Airways officials at any station on the route. There will be 10 coupons in each book issued.

America's latest "racket," as disclosed by Public Prosecutor Fach, of Richmond County, New York, has been made possible by an epidemic of suicides—the aftermath of the Stock Market crash—and involves the snatching of bodies for purposes of insurance frauds. On the evidence presented by Prosecutor Fach, the grand jury found ten indictments against members of a gang who have defrauded the insurance companies of a million pounds by claiming bodies of suicides, giving them false names and claiming insurance on policies dated a few weeks before death. The Prosecutor declared that the gang have "snatched" no fewer than fifty bodies from morgues in recent weeks, given them elaborate funerals and collected heavily from insurance companies.

The entries of eight Sussex women players to Brighton's annual bowls tournament have been rejected. Because the Sussex women openly sought to enter as Mesdames—to the number of eight—the committee promptly refused to accept them. Women have played in this tournament before, but they succeeded by the subterfuge of sending in their name as "Mr. So-and-So and partner." This year they applied giving their own names. The committee, it is understood, are adopting an attitude based on the decision by the English Bowling Association that it will not countenance the appearance of women in open tournaments.

In view of the successful operation of a number of South German and Swiss hydro-electric power-works, negotiations have been started at Berne for the extension of the system by the construction of five more power stations and the distribution of the electricity thus produced partly a Switzerland and partly in the southern districts of Baden.

A 13-year-old school boy, John Freeman, son of a labourer, was complimented by the Hull coroner recently upon the pluck he displayed in attempting to save a younger boy, John Harrison (5), from drowning. Harrison's death was a sequel to a game of "Cowboys and Indians." He and other boys climbed on to the parapet of the Scott Street Bridge and fell into the river. Freeman, without taking off any clothing, dived into the river, but Harrison sank before he could reach him. Freeman, in an exhausted condition, was assisted ashore. The Coroner said he would bring the lad's plucky conduct to the notice of the proper authorities for recognition.

★ Local Notes and Events ★

There was nothing of public interest at yesterday's meeting of the Sanitary Board, all the matters which came up for discussion being of an entirely routine nature.

On page 8 to-day will be found an interesting rhymed contribution from a local resident, describing the careers of two imaginary young men, one of whom found his way "East of Suez."

Mr. J. T. Prior has made a report to the police yesterday that someone entered his premises at No. 23, The Peak, and stole a number of pearls. The value of the precious stones, it is stated, is about $1,000.

The following cases of notifiable diseases occurred in the Colony during the week ended August 16:—Typhoid, 3 cases, 1 death; influenza, 3 deaths, malaria, 14 deaths; tuberculosis, 49 deaths. All the above cases were Chinese.

In an attempt to enter a house at 162 Queen's Road Central from an adjoining house, a supposed "cat burglar" fell into the street from the second floor and injured his head so severely that he died three hours after admission to the Government Civil Hospital.

Liu Lun Hing, a farmer, who died intestate on January 5, 1930, at Sha Tau Lange, Toi Shan district, Kwangtung, left estate in Hong Kong to the value of $5,500. Letters of administration have been granted to the widow, Liu Ng Shi, temporarily residing at 82, Wing Lok Street.

The total output of the Kailan Mining Administration's mines for the week ending August 2 amounted to 113,330 tons, and the sales during the period to 78,764 tons.

Estate in Hong Kong worth $43,300 was left by Mr. Edwin Thomas Byrne, silk merchant, late of 62, Kiangse Road, Shanghai, who died on May 16, 1930. Resealing of probate of the will has been granted on behalf of the widow to whom everything is bequeathed.

Arthur Train's famous novel, "Illusion," will be seen and heard in its film form at the Central Theatre as the main feature from to-day to Saturday. The story, which was serialized in the *Ladies' Home Journal*, deals with the fortunes of a young magician who becomes the lion of society circles in which he practices his art as a professional entertainer. He finds himself drawn by two worlds—the world of bedisened dowagers and haughty sophisticates—and the world of troupers, show-people, his own kind. Charles (Buddy) Rogers plays the *role* of the young magician. Nancy Carroll is co-featured in the *role* of the dancing-singing performer with whom he falls in love. There are a number of thrilling sequences in the picture induced by the natural plot suspense and by the dangers of the life of necromancy which Rogers practices. Several songs are introduced effectively in the plot. One of the principal numbers, "Revolutionary Rhythm," is sung and danced by Buddy and Nancy and is developed in a night club sequence with Lillian Roth, former Vanities start, singing and dancing it with the support of a dazzling chorus of fast-stepping chorines in unique "Revolutionary" costumes.

A Chinese cook, employed on board the Empress of Asia, was fined $10 by Mr. T. S. Whyte-Smith at the Kowloon Magistracy for the unlawful possession of 86 Manila cigars which he had attempted to bring ashore. It was stated by Detective-Sergeant Humphreys that they were good European cigars and hardly the kind which a man of accused's class would smoke.

The disappearance of Ching Fo Shing (24), member of a fishing junk crew, has been reported to the police. Together with the other *fokis*, Ching, it is stated, went out for a swim in Aberdeen at about 12 noon on Monday. At about 1 p.m. all the *fokis* came out of the water, and it was then discovered that Ching Fo Shing was missing. It is believed that the missing man had been drowned.

Looking Back 25 Years.

It is notified in the current *Government Gazette* that an exhibition of flowers, vegetables, fruits and preserves will be held in the Public Gardens about the middle of February, 1906, in which residents and others are invited to exhibit.—*Hong Kong Daily Press*, August 21, 1905.

Looking Back 50 Years.

The report of a gun was heard last night sometime after ten o'clock, and caused a great deal of inquiry, but no one seemed to know anything about it beyond having heard it. The sound came from the direction of the harbour eastwards, and a telegram was sent from the Central Station to Whitfield, but no information could be obtained.—*Hong Kong Daily Press*, August 20, 1880.

DRAMATIC ARREST OF GANGSTERS.

SEIZED ON THEATRE STAGE.

(From Our Own Correspondent.)

SHANGHAI, August 19.

Cantonese reactionary gangsters who recently arrived secretly have now made startling revelations of their activities, including the mysterious murder of a Chinese inspector.

The gang, consisting of 18, were dramatically arrested when detectives surrounded a theatre and seized the gang on the stage, amid the consternation of the audience.

DR. C. T. WANG AT SHANGHAI.

(*Wah Tsz Yat Pao.*)

SHANGHAI, August 19.

Dr. C. T. Wang arrived here to-day.

The Japanese *Chargé d'Affaires* called and conversed with him over the Changsha incident.

COMMUNISTS EXECUTED AT NANKING.

(*Wah Tsz Yat Pao.*)

NANKING, August 19.

Over 20 Communists were executed here to-day.

They were alleged to have been connected with a plot to stage a riot here.

FIRST LORD TO VISIT MALTA.

MEDITERRANEAN FLEET TO BE PRESENT.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 18.

The Admiralty announces that the First Lord of the Admiralty, Mr. A. V. Alexander, accompanied by his Naval Secretary, Rear-Admiral George Chetwode, will leave England next Thursday, August 21, to pay a visit to Malta, the Headquarters of the Mediterranean Command.

The Mediterranean Fleet will be present during the First Lord's visit.

MALTA COMMAND.

MAJOR-GENERAL OLDFIELD APPOINTED.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 18.

The War Office announces that Major-General Oldfield has been appointed General Officer Commanding at Malta, with effect from February, 1931, in succession to Major-General Pritchard.

[Major-General L. C. L. Oldfield, C.B., C.M.G., D.S.O., has been commanding the 47th (2nd London) Division of the Territorial Army since 1927. He entered the Army (Royal Artillery) in 1892 and attained his present rank in 1926. He saw much service in the Great War in France and Flanders. He was made A.D.C. to the King in 1924, and in that year and 1925 was Chief Instructor in Gunnery at the School of Artillery.]

SPAIN'S CURRENCY.

DECLINE OF PESETA CREATES ALARM.

[THROUGH REUTER'S AGENCY.]

MADRID, August 19.

The steady decline of the Peseta from 43.80 a fortnight ago to 46.50 yesterday morning, ascribed to speculators exploiting the instability of the political situation and the difficulties connected with the return to Constitutional Government, has produced dramatic developments.

The Premier, Senor Berenguer, dashed to Madrid from a holiday in Santander, after which a decree appeared establishing a "regulating centre" armed with wide powers to prevent speculation in the currency.

A further sensation was created to-day by the official announcement of the resignation of the Finance Minister, Senor Arguelles.

As the outcome of a meeting of the Cabinet last night, Senor Berenguer is again departing for Santander to interview King Alphonso.

SHANGHAI TRAM WORKERS.

DEMAND DISMISSAL OF "RUNNING DOGS."

(From Our Own Correspondent.)

SHANGHAI, August 19.

Not content with securing the majority of their demands, the French tram workers are preparing fresh demands, and are insisting upon the dismissal of a score of loyal clerks whom they stigmatise as "running dogs."

BRITISH FILMS IN COLONIES.

REPORT OF COMMITTEE PUBLISHED.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 18.

The report of the Colonial Films Committee is issued. The Committee, under the chairmanship of Sir William Brass, M.P., was appointed in March, 1929, by Mr. L. M. S. Amery, then Secretary for the Colonies, "to examine the arrangements existing for the supply and censorship of cinematograph films for public exhibition in the Colonies, Protectorates and Mandated Territories and to consider in what way these arrangements could be improved."

There are also issued the findings of the Colonial Office Conference on the Committee's report and a despatch from the Colonial Secretary to the Administrations of Colonies, Protectorates and Mandated Territories indicating the action which it is proposed to take.

Instrument of Education.

The Committee's Report suggests various practical measures by which plant can be installed and experiments begun with a view to developing the use of the cinematograph as an instrument of education. The Colonial Office Conference emphasises the importance of the use of films in education, especially with primitive peoples, and not only for children but also for adults.

Market Dominated by Foreign Films.

As regards the supply of British films, the Committee points that at present the market in the Colonial Empire is largely dominated by foreign films. Apart from existing cinemas, it calls attention to the possibility that in certain directions the market may expand rapidly. For example, there are only 38 cinemas in British territory in tropical Africa, though the population is approximately 36,000,000. The Committee calls attention to the importance of taking steps now in order that British industry may get a footing in this market.

The Committee accordingly suggests the creation of a small central organisation in London, under the auspices of the Federation of British Industries, to act as a centre for the supply of British films. A small Government guarantee is suggested during the initial year of operation of the Supervisory Board for this organisation.

Danger of Demoralising Films.

On the question of censorship, the Committee points out the danger of demoralising films. It suggests certain measures for stiffening the proposal for the Central Censorship Board in London so that all films going to tropical Africa should be carefully examined in the Colonial Office. It points out that apart from the negative aspect of censorship, the positive aspect of fostering the supply of good films must also be considered.

AMERICAN "MYSTERY" 'PLANE.

THREE HUNDRED MILES AN HOUR.

[REUTER'S AMERICAN SERVICE.]

ROOSEVELT FIELDS, Aug. 18.

Capt. Page, of the Marine Corps, in the presence of Flight-Lieutenant Atcherley and other airmen, displayed the fastest flying ever seen here when he pilotted the new "mystery" Curtiss Seahawk monoplane which has an engine developing 800 horse-power.

The plane landed at the rate of nearly 100 miles an hour and rolled almost the length of the flying field.

The greatest secrecy is being observed regarding the 'plane, which is the Navy entry for the Thomson Trophy to be competed for at Chicago on September 1.

The Curtiss Seahawk has been built for a speed of 300 miles an hour.

RUSSIAN BURGLAR SENTENCED.

CHINESE MAGNATE'S PROPERTY RECOVERED.

(From Our Own Correspondent.)

SHANGHAI, August 19.

Gerskevitch, a Russian burglar, was sentenced to two years' imprisonment for stealing silver and jewellery from the residence of a Chinese magnate valued at $16,000.

The entire property was recovered.

GRAVE SITUATION IN INDIA.

AFRIDI TRIBE STILL CAUSING TROUBLE.

[THROUGH REUTER'S AGENCY.]

LONDON, August 18.

The Government of India's appreciation of the situation up to August 16 says that the position in the North-West Frontier province continues to be one of considerable gravity and danger.

Detachments of the main force of Afridis remained at varying strength in Peshawar district throughout the week, and numerous large gangs were concealed in a thickly wooded belt to the south and south-east of Peshawar, and among the ravines to the east. They are a constant source of trouble and anxiety and have undoubtedly received shelter and food and some even active assistance from the villages in the neighbourhood of Peshawar.

Other Potential Sources of Danger.

But by the end of the week the Afridis in Peshawar district, and also the main body in the vicinity of Khajuri Plain, were greatly decreased. Nevertheless, there are other potential sources of danger in Peshawar district from other tribes in the north and south.

The report mentions the strenuous efforts of Congress agitators to spread propaganda in the Southern Kohat district.

Boycott Menace.

Economic conditions generally throughout India tend to deteriorate and the continued boycott of British goods, especially cloth, threatens imminent ruin to a large number of small Indian dealers, who are unable to resist the pressure of the social boycott and other methods of coercion.

[BRITISH WIRELESS SERVICE.]

Military Eluded.

RUGBY, August 18.

In an appreciation by the Government of India of the situation in India up to August 16, it is stated that the focus of interest in the tribal situation during the week has been the activities of an Afridi Lashkar in Peshawar District and on the district border.

Detachments from the main Lashkar, which got into the district last week, remained there at varying strength. Numerous large gangs concealed themselves in the thickly wooded belt to the south and south-east of Peshawar and amongst the ravines further east, and were a constant source of trouble and anxiety to the authorities. They also made several unsuccessful attempts in small parties by night to enter the city and cantonments.

Taking advantage of cover afforded by the high crops, they were generally able to elude the military, whose efforts were directed to their expulsion. For this reason decisive military action against them is difficult at the present season. Moreover, they undoubtedly received shelter, food and some active assistance from villages in the neighbourhood of Peshawar. They at one time succeeded in cutting all communications with Peshawar, and one party forced its way into a supply depot, where it did some damage before being driven out.

Heavy Casualties.

The Orakzai situation has remained uncertain. A number of Orakzai undoubtedly accompanied the main Afridi Lashkar and some took part in the activities inside Peshawar District. On the Kurram border, overt action was taken against the Government by a section of Orakzai with their neighbours, Para Chamkannis, who made an attack on militia posts and villages in the Kurram Valley. The militia and village levies engaged them with good spirit. Prompt and very successful air action was taken against the hostile formations after due warning against the villages from which they came. Heavy casualties are believed to have been inflicted and considerable damage was done to the villages of more prominent hostile leaders.

This prompt and heavy punishment undoubtedly had a sobering effect on the tribes concerned. By the end of the week the number of

(*Continued at foot of next column.*)

Afridis remaining in Peshawar District had greatly decreased and so also had the main body of the Lashkar in the vicinity of the Khajuri Plain. The situation, however, continues to be one of considerable gravity and danger.

Moslem-Hindu Clashes.

The communal disturbances in Sind have spread over a large area on both sides of the Indus and a serious situation has developed. The population of the villages is almost entirely Mahommedan, with a small section of Hindu moneylenders and traders, to whom many of the Mahommedans are indebted. Communal feeling is, therfore, aggravated by economic causes, and when, as in the present case, the trouble extends into the rural areas, it takes the form of violence towards and looting of the small Hindu population. It is feared that the loss of life and property has been considerable. Outside the North-West Frontier Province and Sind there has been a comparative absence of incidents during the week.

BOMB AT PEITSANG BRIDGE.

DISCOVERY PRECEDED DELEGATES.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 19.

A bomb was discovered at the Peitsang bridge, to the north of Tientsin, yesterday morning.

It is believed to have been the work of Southern emissaries, though some suggest that the Reds are responsible.

It was discovered shortly before the delegates of Yen Hsi Shan and Feng Yu Hsiang were due who are proceeding to Tientsin to meet Sun Chuan Fang to proceed with Sun Chuan Fang to Peitaiho for a conference with Chang Hsueh Liang.

COLONIAL SERVICE UNIFICATION.

SYSTEM TO SECURE RIGHT MEN FOR RIGHT POSTS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 18.

The Colonial Office has issued a Memorandum regarding the unification of the Colonial services in which it is declared that the recognition of the principles of a single Colonial service does not in itself depend on any drastic or practical change.

The present conditions, say the Committee on the system of appointment in the Colonial Office and Colonial services, envisage a condition of affairs in which the officers appointed to a single Colonial service accept, on appointment, the liability to a transfer from one Dependency to another.

The Memorandum lays stress on the advantages of unification and says that it will give the Secretary of State the fullest scope to secure the right men for the right posts and place to the best advantage the experience of officers of proved capacity.

The Memorandum also points out that the scheme does not involve a rigid continuous movement of *personnel* round the world and concludes with the statement that the proposal for unification holds out the prospect of considerable advantages to Colonial Governments.

CUSTOMS LOSE CASE IN AMERICA.

N.G.L. LINE RECOVERS FINES PAID.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 18.

The test action brought by the North German Lloyd Line against the Collector of Customs at New York for the recovery of $2,177, the total of fines for bringing undesirable immigrants into New York, resulted in favour of the steamship company.

Federal Judge Woolsey ruled that the company was entitled to rely on the *visas* issued by American Consuls to prospective immigrants.

Over 50 similar actions by British and other foreign steamship companies are pending for the recovery of fines aggregating $360,000.

U.S. PROHIBITION REPEAL.

MORE SUPPORT VOTES IN NEXT CONGRESS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, August 18.

Twenty-nine new votes in the next Congress for the outright repeal of prohibition are declared assured as a result of the recent party primaries and the known changed attitude of certain Representatives.

The gains in the primaries up to the present total nine.

COMMUNIST MENACE AT HANKOW.

GREEN HOWARDS RETURN TO SHANGHAI.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 19.

H.M.S. Cumberland, with 160 men of the Green Howards who were despatched to Hankow in view of the Communist menace there on the 6th inst., has returned to Shanghai.

It is now presumed that the Communist menace at Hankow is ended.

H.M.S. Berwick is replacing the Cumberland at Hankow.

BRITISH CONSULATE TO CLOSE DOWN.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 19.

It is understood that the British Government is closing the Consulate at Changsha.

Socony Removing Stocks From Changsha.

The Standard Oil Company, whose installation at Changsha is unfavourably placed for protection, is removing all its stocks, as a matter of business precaution.

The Asiatic Petroleum Company is making no change.

(*Wah Tsz Yat Pao.*)

Conditions Normal.

HANKOW, August 19.

Conditions in Changsha have become normal.

Japanese residents are returning to Changsha.

ATLANTIC AIRSHIP SERVICES.

ROUTES MAPPED OUT BY GREAT BRITAIN.

[THROUGH REUTER'S AGENCY.]

LONDON, August 18.

When sufficient experience has been accumulated with experimental flights with the R.100 and R.101 it is intended, says a Colonial Office Conference Blue Book, to organise regular services between Cardington, Montreal and New York.

Three main routes are likely to be, *viâ* Cape Farewell (Greenland), *viâ* Newfoundland and *viâ* the Azores, while another route *viâ* the Faroes, Iceland, Greenland, Hudson Strait and Winnipeg is at present being investigated by the expedition under Captain H. E. Watkins, who is now in Greenland.

The Blue Book refers to plans in America to establish floating seadromes at intervals of three hundred nautical miles between New York and the Azores and between the Azores and Plymouth for refuelling and repair purposes.

DUKE OF NORTHUMBERLAND'S ILLNESS.

BLOOD TRANSFUSION TESTS ABANDONED.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 18.

A bulletin issued to-day regarding the Duke of Northumberland, who has been seriously ill since undergoing an operation, says he had a very fair night.

A very slight improvement in his general condition is noted.

Hopes of strengthening the Duke's condition by blood transfusion were abandoned after many tests to find one of the British Red Cross Society's volunteers with blood compatible with that of the Duke. All tests revealed that the blood was not suitable. Earl Percy, elder son of the Duke, was one of the first of the volunteers.

"It is uncommon for us to be unable to find someone with blood to suit an individual case," an official of the British Red Cross Blood Transfusion Service said, "though I have known similar instances. We have thousands of volunteers who give their blood willingly when called upon."

LI TSUNG JEN'S COURIER.

MADAME LI CONVEYS MESSAGES.

[THROUGH REUTER'S AGENCY.]

PEIPING, August 19.

Madame Li Tsung Jen, who has arrived at Peiping, is said to have brought important messages from her husband.

(*Wah Tsz Yat Pao.*)

PEIPING, August 19.

Li Tsung Jen, the leader of the Kwangsi rebels, who arrived here recently, was welcomed at a meeting held in his honour by members of the Kwangsi *clique*.

FIFTH TEST MATCH.

BRADMAN MISSED BEHIND THE STICKS.

AUSTRALIA GOING STRONG AGAINST FEEBLE ENGLISH ATTACK.

BAD LIGHT AND RAIN ENDS PLAY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 18.

After a somewhat slow start, Ponsford came out to the wickets after the luncheon interval to give a dashing display, and although Woodfull was as steady as a rock, he got the runs at a very good pace, and dispelled the "Larwood Bogey" by settling down to punish the fast bowler very quickly. The first 20 runs included four boundaries, and Tate suffered when Ponsford was missed behind the sticks off his bowling. The Australians had only gathered 45 runs then, and to make things even more disappointing for "Maurice," Duckworth dropped Woodfull off his bowling again, when the latter had only scored six runs.

Ponsford Gets His Century.

The bowling was not very difficult and the score mounted up at a good rate, Ponsford driving excellently while his captain was very solid. Things went on very well for the batsmen and 139 runs were signalled for no wickets down when play was adjourned for tea. By this time Ponsford had collected 110 runs, having reached his 100 after being in for two hours and fourteen minutes. Woodfull, on the other hand, could only gather 40 runs, so that he was very much slower than his partner in scoring.

Interval As Change-bowler.

The thousands of spectators then looked forward to seeing Ponsford rising to greater heights, but they counted without England's reserve change-bowler—the interval. Almost immediately after the resumption, Peebles fighted his third delivery beautifully and bowled Ponsford neck and crop before the batsman added a further run to his total. He played a capital innings and his late-cutting and driving were timed to a nicety.

Enter Bradman.

Enter Don Bradman, and as usual he was given a tremendous ovation. Many of the spectators got up from their seats in order to get a better view of the "Terror of the Bowlers," and as he made his way to the wickets he found his progress somewhat impeded by the army of photographers who had gathered to take "snipers" and "close-ups" of him.

What would happen? Mindful of what happened when Bradman was up against Peebles in their last meeting, the English supporters were hopeful for a "repeat performance," but in this respect Bradman disappointed them, for, playing steady cricket right from the start, he presented the full face of the bat to the ball every time and punished severely the loose ones that were sent down.

At this stage rain fell and play was stopped for a quarter of an hour but was resumed again at 5.15 p.m., when Woodfull reached his 50 off a single from Hammond, after being at the wickets for three hours and twenty minutes. Then he mistimed one from Peebles and Duckworth caught him behind the sticks. Kippax was next in and, together with "Don G.," brought the score to 215 for 2 when stumps were drawn. Peebles was bowling splendidly and his figures up to this stage were two wickets for 76 runs.

LATER.

Bradman and Kippax, the overnight "not outs," resumed Australia's innings to-day on a good wicket, which did not appear at all worn.

The weather was fine, and Tate and Larwood (Vauxhall end) started the attack for England. The latter was bowling against the wind, which did not help him at all, and Peebles was given a spell with the "pill." When the score stood at 247, Bradman had a trying over from Peebles, which was a maiden, but after that he sent the bowler to the ropes, and following up with a single reached his 50 after 95 minutes' play.

Kippax was rather restrained, and he fell to an excellent catch by Wyatt at short-leg off Peebles. He had made 28, while Bradman's share stood at 53, and the total was 283 for 3. The partnership lasted 65 minutes.

An Expensive Chance.

Archie Jackson joined "Don," and for a time the batsmen appeared to have had complete mastery over the bowling. Then, a sigh of disappointment, for when he had 82 runs to his credit Bradman was missed by Duckworth behind the sticks. This mistake seemed to put more vigour into Bradman, for he went on to play brilliantly and reached his 100 amidst loud applause after having batted just three hours. Jackson in the meantime played attractive cricket, and the lunch interval came with the total at 371 for 3 wickets—Bradman 112, and Jackson 33, both undefeated.

Later.

Bradman and Jackson, two of Australia's most brilliant batsmen, continued to play havoc with the English bowling. They brought the score to 402 without further loss, and when "Don" had 129 and "Archie" 43, play was stopped on account of bad light and rain and advantage was taken of this interruption for tea.

ENGLAND: FIRST INNINGS.

J. B. Hobbs, c Kippax, b Wall	47
H. W. Sutcliffe, c Oldfield, b Fairfax	161
W. W. Whysall, l.b.w., b Wall	13
K. S. Duleepsinghi, c Fairfax, b Grimmett	50
W. R. Hammond, b McCabe	13
M. Leyland, b Grimmett	3
R. E. S. Wyatt, c Oldfield, b Fairfax	64
M. W. Tate, st. Oldfield, b Grimmett	10
H. Larwood, l.b.w., b Grimmett	19
G. Duckworth, b Fairfax	3
I. A. R. Peebles, not out	3
Extras	19
Total	405

Bowling Analysis.

	O.	M.	R.	W.
T. Wall	37	6	90	2
A. Fairfax	31	9	52	3
C. V. Grimmett	56.2	18	135	4
S. McCabe	22	4	49	1
P. M. Hornibrook	15	1	54	0

AUSTRALIANS: FIRST INNINGS.

W. M. Woodfull, c Duckworth, b Peebles	64
W. H. Ponsford, b Peebles	110
D. G. Bradman, not out	129
A. Kippax, c Wyatt, b Peebles	28
A. Jackson, not out	43
Extras	38
Total (for 2 wickets)	402

To Bat.—S. McCabe, A. Fairfax, C. V. Grimmett, W. A. Oldfield, P. M. Hornibrook and T. Wall.

Sports News

Lawn Bowls.

CRAIGENGOWER AGAIN THE FAVOURITES.

"HAT TRICK" IN SIGHT.

[By "BACK WOOD."]

The chances of Civil Service contesting the honours in the senior division of the lawn bowls league with their strong Valley rivals were considerably lessened owing to their defeat at home by Kowloon Dock, while at the same time Craigengower made further advance on their victory at King"s Park, which gives them a lead of four points in the same number of games. On their present standing Civil Service can only tie with Craigengower to qualify for a replay, but there are a number of possibilities to be considered. First of all Civil Service have to win their two remaining matches, one of which is at Kowloon C.C. and the other on their own ground with their rivals. Secondly, Craigengower have to lose to Taikoo. Whichever way one looks at it Civil Service seem to be up against hopeless possibilities. I expect all doubts will be set at rest this week when Craigengower receive Taikoo and Civil Service cross the harbour to carry out their return meeting with the team which gave them their first defeat at home. Craigengower are confident of beating Taikoo and, whatever the result of the Kowloon C.C. *v.* Civil Service game, they need only one point more to make them champions for the third year in succession.

* * *

At the request of one of our veteran lawn bowlers, I am recalling the results in the league some seasons back. In 1926, the series consisted of ten games in the senior division. Taikoo won the championship, with Kowloon Dock second and Craigengower third. The following year Kowloon Dock became champions, and they secured the distinction of beating all the teams in the 12 matches. Taikoo came second and the Police third. In 1928, Craigengower won the championship, and while they were about to equal Kowloon Dock's clean record, the twelfth match ended in their defeat at Kowloon C.C. by a single shot. Kowloon Dock came second, Taikoo third, and the Police fourth. Last year Craigengower retained the championship by defeating Kowloon Dock in the replay, the Bowling Green Club and Club de Recreio following next in order.

* * *

There were 14 matches in the junior division in 1926, East Point Recreation Club and Kowloon C.C. finishing the season with the same number of points, each losing three games. In the replay Kowloon C.C. secured the honours after an exciting game which ended in their favour by three shots. Taikoo and Civil Service took third and fourth places respectively. Kowloon C.C. repeated their success in 1927, Taikoo coming second and East Point R.C. third. The 1928 season provided 16 games with the entry of an additional team from Club de Recreio, and incidentally their "A" team won the championship; second and third places going to Taikoo and Civil Service. Until almost the close of the season all these three teams were well in the competition, Recreio winning the honours by two points. Last year Kowloon Bowling Green, Taikoo and Civil Service finished with the same number of points in 14 matches, each losing four times. Civil Service had the advantage of a bye in the triangular replay, but Taikoo knocked them out by six shots after they had beaten the Bowling Green by eight shots.

Returning to Saturday's senior game at the Valley, Kowloon Dock established themselves as favourites soon after the start, Lansley's place as skip was taken by Hedley, who kept Gregory's team marking time with two singles while his team scored 16 at the end of the 9th head, a couple of fours coming in succession. Three heads later Hedley was leading 17-6, but Gregory took six at once and thereafter had a fair exchange to lose by six shots. Grimmitt started with a two and three on Gray, but the latter took four heads in succession to gain an advantage of two shots. The home skip again took the lead, but the difference was never more than five shots, and in the 18th head it was actually three shots, 18-15 in favour of Grimmitt, who followed up with one, three and two to win by nine shots. Cullen always held a lead over Brawn, the position in the 17th head being 17-9. Brawn then took two shots to reduce his loss to six shots with three heads more to go. There was much excitement at this stage as the other rinks had finished and the visitors were leading by three shots all round. Cullen took a single on a good wood sent down by Atkinson, but Brawn raised the hopes of his Club by retaliating with three. He was indebted for this to Oswick, who "stole" the shot with a beautiful draw. Kowloon Dock now leading by one shot and one more head to go. Atkinson put a wood almost jack high about a foot away. Cooper, the number three, sent down one for a good mix up with Civil Service back woods. Brawn's only chance was to draw, but the most he could get was one, which would have resulted in a division of the points. He failed with his first wood and moved the timber about with his second, but the visitors were able to claim three shots. Cullen having the last "bullet" in hand which he shot along the line.

* * *

Craigengower had a comfortable victory over Club de Recreio in spite of the determination of the King's Park team to lower the colours of the champions. The two stone-walls on each side—Bradbury and Luz—were fortunately brought together. There was much controversy over the point of which one was the stronger rink. Bradbury, however, proved his claim to be the strongest not on his win by nine shots alone, but by depriving the other side of quite a number of shots by his accurate draws on the jack. Towards the close the home rink were lying five shots, when Bradbury drew dead on the jack and put in his second alongside. I think Luz was then candid enough to admit that his opponent was the better man. Basa beat Yvanovich by 13 shots, while Omar also put it over Ribeiro by a dozen shots.

* * *

Civil Service juniors received a great surprise at North Point when the Electricians took the points by 14 shots. Archibald, who by the way will be leaving shortly and has been the recipient of a souvenir from his Club colleagues, is the second best skip of the side, but Duckworth was able to beat him by 24 shots. Bowling Green Club juniors also went down at Taikoo by two shots, Duncan diverting the points in the last head of the game. Civil Service and their Kowloon rivals are equal in points again, but if they break the rules of convention by winning or falling together the same day, the championship will go to one or the other after their last match this week-end.

* * *

B. W. Bradbury secures the premier place in the first division rink scores. He defeated R. F. Luz by nine shots and the latter consequently drops below the "century." Last season R. Basa held the rink record with a score of 116 shots after 14 games. Bradbury is nine shots behind the record, which is likely to be beaten as he has two more games in hand. W. E. Hollands heads the junior division list with 64 shots and one more game to play. This has been the most consistent rink on the Civil Service side, and in fact the whole of the junior league. A Chapman (Yacht Club) comes a very good second, as in the same number of defeats (four) he gave away only nine shots more than Hollands. The figures are as under:—

Division I.

	Up.
B. W. Bradbury (Craigengower)	107
R. F. Lux (Recreio)	94
A. W. Grimmitt (Civil Service)	76
R. Wallace (Taikoo)	76
R. Basa (Craigengower)	59
J. Fraser (Kowloon C.C.)	55
A. M. Holland (K.B.G.C.)	48
U. M. Omar (Craigengower)	44
R. Lansley (Kowloon Dock)	44
W. Wotherspoon (Taikoo)	14
F. Cullen (Kowloon Dock)	13
S. Gray (Kowloon Dock)	12

Division II.

W. E. Hollands (Civil Service)	64
A. Chapman (Yacht Club)	51
A. W. E. Davidson (K.B.G.C.)	48
G. E. Roylance (K.B.G.C.)	42
D. Walmsely (Taikoo)	41
F. Haynes (Civil Service)	31
J. Cavanagh (Craigengower)	31
W. S. Drake (K.B.G.C.)	25
A. H. Basto (Recreio)	15
A. E. S. Alves (Recreio)	10
A. Macfarlane (Yacht Club)	10

UMPIRES, LIGHT AND SOME REFLECTIONS.

RIGHT DECISIONS AND WRONG.

The position of the umpires in any cricket match is never enviable, writes Mr. G. A. H. Cotton in the *Evening Standard*.

Like the referee in the boxing ring or on the football field these officials are always liable to be criticised, both by those who are in authority and by tongues and pens which are not guided by any sense of responsibility.

After the second Test match at Lord's the Australian captain, Woodfull, was good enough to pay a voluntary tribute to the efficiency of the umpires, Chester and Oates. Truly they discharged their duties well and with ideal impartiality. It did not appear, however, that they had such questions to decide as had Parry and Hardstaff at Nottingham, or Bestwick and Oates at Leeds.

When captains who necessarily have different viewpoints are unable to agree concerning the fitness of the ground for play after rain, it is obvious that there is a probability of differences of opinion in many quarters.

Parry and Harrdstaff decided as to when the Trent Bridge ground was fit for the resumption of play. Bestwick and Oates had a similar task at Leeds. The matter was in each match referred to the umpires, who by the laws of the game become "the sole judges of fair or unfair play, of the fitness of the ground, the weather, and the light for play." That is what they are there for.

Umpires and Spectators.

Umpires receive instructions that they are not to be biassed by the views of either side, still less to allow themselves to be influenced by the impatience of spectators, and "are not to be induced by the public interest in a particular match," unless they consider the conditions fit under all circumstances.

They have to say "that there is not sufficient light for play," or otherwise when any appeal is made. It is futile to condemn or criticise their rulings because they are "the sole judges."

It is silly to describe an umpire as "Old Father Cricket," as an American once did. It is, however, fatuous to suppose that they wear white coats to suggest that they are infallible. They are generally old professional players with wide experience and an aptitude for quick and just decision, due to their knowledge, keen eyesight, and character for integrity.

Not Infallible.

Their hours are long and often trying. Their task requires intense concentration on every ball and circumstance. They have to decide knotty points which arise in seconds of time, and they are expected to answer any question forthwith. They make mistakes, of course, but on the whole the umpires who act in big cricket in England are thoroughly reliable in every sense.

They must be upheld and their decisions accepted. It is rare indeed that players show any resentment or disagreement with umpires. Players are very loyal and helpful. That attitude makes keen cricket not only possible but enjoyable.

At Leeds there was long delay after rain. Those who thought that the match should have been resumed before half-past five on Monday did not, perhaps, take into consideration the primitive arrangements for the protection of that part of the pitch which can be covered and which is so much worn and torn by the guilt of boots. When a start seemed possible at least 25 minutes' work had to be done before a ball could be bowled.

As most people are aware, Bestwick and Oates have had long careers. They know the ravages which spikes and nails can make, and they appreciated the antiquated nature of the covers—just sheets

(*Continued on next Column.*)

of tarpaulin with a beam of wood in the centre. There were no rubber tubes to take the water away.

The matter of light can raise strange issues. The appeal at Leeds when Hammond and Duckworth were batting was perhaps justified, but it would be most difficult to say that of any one appeal on the last day. The umpire had a different idea, but from the Press box I never had any trouble in seeing every ball during the match.

I could not understand the point ever being raised. The proceeding did not appear sportsmanlike, and savoured of waste of time in order to beat the clock. It reminded me of Association football backs constantly kicking into touch when their team has a winning advantage and they wish to deprive their opponents of every minute of opportunity that they can.

"Reprehensible Policy."

Any policy of warding off disaster and of avoiding play is not only reprehensible but is not a good example. If such tactics be adopted in Tests what may be expected in other grades of the game?

The reader may urge that this criticism is not reasonable because the umpires twice agreed with the appeal. I should say that the appealer and the umpires were in a poor minority on the field.

To me, the appeal was almost as ridiculous as that once made by a boy in an Eton and Harrow match before the War. John Moss, the respected umpire of that period, said: "I think we had better play on." The schoolboy retorted: "But the sun is too bright!"

John Moss told me of the incident with a broad smile on his honest face and a merry twinkle in his eye.

When we recall what the Australians suffered in the first Test of 1905 at Nottingham, I cannot resist the conclusion that the appeals of last Tuesday were farcical.

This is how "Wisden" describes the finish of that match in 1905: "The light grew worse and worse, with every sign of oncoming rain, and the Englishmen had reason to fear that all their efforts would be thrown away and the match left drawn. For a quarter of an hour play went on in deep gloom, and then McLeod was out leg-before-wicket, England winning a memorable game by 213 runs."

A "Deaf" Umpire.

Frank Laver, in his book, "An Australian Cricketer on Tour," remarks: "The light was so bad that it was not really fit to play in." When Clem Hill wrote his recollections in "The Australasian," he said that Jim Phillips was one of the two best umpires he had ever met. Yet he added: "The only time I can call to mind that the Australians had any feeling was in a Test match at Nottingham. McLeod, who was batting, appealed against the light, but Phillips would not listen to him. McLeod always declared that he could hardly see Phillips at the other end, let alone the ball—the light was so bad."

I never saw a game played in such gloom, but I was told that Phillips said: "You can see the stumps? Very well then. Play on." I am inclined to think he was one of the two best umpires Clem Hill ever saw.

There never was a moment at Leeds when the stumps and the light never failed. The appeals should never have been made, and most certainly they should never have been allowed. These were mistakes of a two-fold character and left a most unpleasant memory.

U.S. BASEBALL RESULTS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 18.

The following are the results of the baseball matches in the National and American Leagues played to-day:—

National League.

Pittsburg	4	Brooklyn	3
Chicago	17	Philadelphia	3

American League.

Washington	5	Detroit	4
Philadelphia	6	St. Louis	4
New York	11	Chicago	4

AMERICAN TENNIS CHAMPIONSHIP.

BETTY NUTHALL WINS IN THE FIRST ROUND.

[REUTER'S AMERICAN SERVICE.]

FOREST HILLS, Aug. 18.

In the first round of the American lawn tennis championship Miss Betty Nuthall (England) beat L. McFarland (United States) 6-0, 6-1.

Miss Edith Cross beat Mrs. Hawks 6-3, 6-2, 6-0.

THRIFT AMONG SOLDIERS.

NEW SCHEME FOR WEEKLY SAVING.

A scheme was instituted by the Army Council in 1920 whereby soldiers were encouraged to invest a portion of their pay in Government Savings Certificates through the medium of saving associations which were formed in all units through the medium of saving associations which were formed in all units throughout the Army. Under the scheme, which was entirely voluntary, a soldier could hand over to his unit association a portion of his pay each week and the association purchased a National Savings Certificate for him as soon as he had saved the required amount. The scheme met with considerable success, several hundred unit associations being formed, and last year a committee was set up to consider whether further steps could be taken to assist soldiers in the direction of thrift. As a result of the recommendations of the committee, an "Army Savings Association," affiliated to the National Savings Committee, has been formed to absorb the existing unit associations, and simpler methods have been adopted.

The new scheme, which is published in a recent Army Order, provides in the first instance for the soldier"s savings to be deducted from his pay and placed by his company commander in the Post Office Savings Bank monthly. The amount so deducted will be entirely at the soldier's discretion and can be varied according to the margin at his disposal. A Post Office savings book will be issued to the soldier, and he may withdraw from his deposits on demand in the same manner as any ordinary depositor.

The scheme further provides that the soldier may give instructions that any balance in his Post Office Savings Bank Account over £5 may be invested in National Savings Certificates. Through the co-operation of the Postmaster-General it has been arranged that this shall be done without any trouble to the soldier, as soon as an amount of 16s. or any multiple of 16s. accrues in excess of the £5.

The engagement is announced between Captain Ross Howman, 1st Bn. 20th Burma Rifles, only son of Mr. and Mrs. M. Langston Howman, Perth, Scotland, and Cecil Elles, younger daughter of Mr. E. H. Elles, Onslow Square, London, and niece of the Hon. Mr. B. W. Elles, Acting British Resident of Perak.

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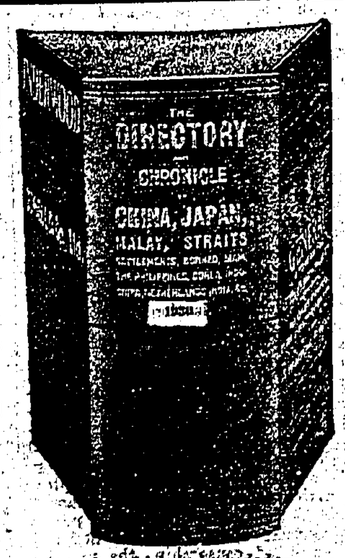
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The TRANSFER BOOKS of the Company will be CLOSED From THURSDAY, THE 28TH AUGUST, 1930, To WEDNESDAY, THE 3RD SEPTEMBER, 1930 (Both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
O. F. V. RIBEIRO,
Acting Secretary.

Hong Kong, 9th August, 1930. [9745

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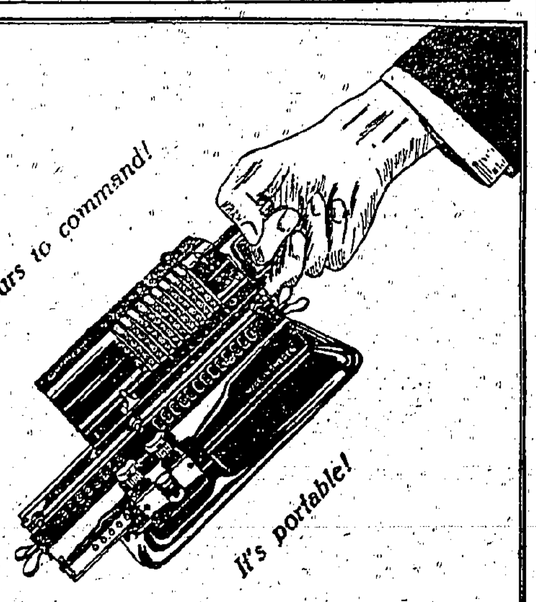


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'PLANE CHARTERED FOR A BOY.

FROM EXAMINATION ROOM TO CATCH A LINER.

Bernard Edward Boyer, a 16-year-old student at Lancing College, hurried from the examination room at the college recently, stepped into a taxicab with his mother, was driven to Shoreham Aerodrome, and there stepped into an airplane to fly to France.

The boy and his mother hoped to reach Boulogne in time to board the liner Almeda for South America.

The liner left Tilbury Docks at 11 a.m. At that hour the boy was still sitting for the examination, and, as he did not wish to miss either the examination or his holiday in South America, his mother decided to charter the air 'plane to catch the liner at her first port of call.

The examination finished soon after 11.30, and soon afterwards the boy and his mother drove up to Shoreham Aerodrome where the 'plane was waiting.

The luggage, including tennis rackets, was quickly transferred to the cabin. Mrs. Boyer and her son hurried on board the 'plane, which then headed for the Channel against a stiff wind.

NEWS IN BRIEF.

In the latest type of Paris restaurant, the menu has been abolished and waiters now bring meals to suit their customers' personalities—whether the customers like it or not. The customer may want ham and eggs, but if the waiter thinks snails or frogs' legs would suit him better, that is what he eats. The proprietor of one of these restaurants explains that ordering a dinner is an art for which a special training and imagination is needed. The person who eats steak and potatoes all his days lives an unfulfilled and frustrated existence. A real life, a rich and a full life—is one which includes all manner of comestible delicacies. Therefore, a carefully chosen staff of waiters officiates over the nameless meals. Tourists whose fidelity to ham and eggs cannot be shaken are warned to keep clear.

H.M.S. Vindictive, which began her service a few weeks before the signing of the Armistice, was recently paid off at Chatham and recommissioned with a reserve crew for service in the Nore Reserve Fleet. The last permanent service on which the Vindictive was employed was as flagship of the Second Cruiser Squadron, in which she was replaced last January by her sister cruiser Hawkins. She was named after the famous vessel which was sunk at Ostend to block the passage of German submarines during the war.

Mr. Jacobus de Wet, a wealthy South African visitor to London, has been robbed of £9,000 by confidence tricksters using a new method. The victim was fortunate in picking out from the Scotland-yard rogues' gallery the photographs of his plausible acquaintances, one of whom had a wooden leg. He met them casually in the lounge of an hotel, and they told him a story of an "infallible betting system, which could not possibly fail." Mr. de Wet believed the yarn, parted with the £9,000—and saw his acquaintances no more. Then he consulted a detective, who took him to Scotland-yard.

"A mathematician, who claims to have solved the ancient problem of squaring the circle, has caused a sensation among Italian scientists. Professor Giuseppe Tschenett, of Bolzano, says he arrived at the solution more by pure mathematics than by geometry. He has sealed his papers and consigned them to the care of a lawyer to await the inspection of a committee of savants. "Squaring the circle" is a problem which has been fruitlessly attacked by the ablest mathematicians of past centuries. The problem is to obtain a square equal in area to a given circle. It has long been thought that an arithmetical solution is also impossible.

Burglars with three motor-cars broke into a tobacconist's shop at Watling-avenue, Burnt Oak, N.W., recently and stole tobacco and cigarettes valued at £400. The men forced a door and broke a window at the back of the shop. The three cars, which are believed to have been stolen, all broke down and were found the next morning abandoned in Barnfield-road, Burnt Oak, a quarter of a mile from the shop. Most of the stolen property was still in the cars.

The effect of bad golf on mentality and health was mentioned in the presidential address to a company of insurance medical directors at Spokane, Washington. Dr. William Muhlberg, president of the Association of Life Insurance Medical Directors, said: "The average man, who plays golf goes out to the course, dubs a shot, gets mad, tears his hair, and as a result increases his blood pressure." A noted business man, who is an ardent golfer said: "Dr. Muhlberg is right! You end up nervous and irritable," he added, "and possibly take three whiskies to calm yourself. Your blood pressure has gone up. I say that that one game of golf has taken a year off your life." A famous life insurance company were inclined to pass golf as a risk. "If we find a man, who is an enthusiastic golfer we are rather pleased. It shows health and energy," said an official.

Boys attending Beechen-grove County Council School, Watford, in shirts with open necks were sent home and ordered by the headmaster, Mr. W. H. Belsher, to put on ties. The Watford school managers have endorsed the headmaster's action, although a Labour member suggested that it would make them "the laughing stock of the town." In other elementary schools in Watford this ban on open necks has not been enforced, and it has taken scores of Watford schoolboys, who regularly wear open shirts in the summer, by surprise. "I hope this action will not be extended," said a Watford schoolboy. "Even at the Grammar School the boys are allowed to come in open shirts in the afternoon and girls are allowed to have their necks free." A parent said: "Boys at school cannot keep a collar clean very long." At one of the largest schools in the Watford district, the London Orphan School, where between 100 and 200 boys live and are educated, all wear grey open cricket shirts in the school and on the playing fields in summer.

AMERICAN SHIPPING.

FALLACY OF GOVERNMENT SUBSIDIES.

DANISH OWNER'S FIRM CONVICTION.

The subject of Government subsidies to shipping and shipbuilding was introduced by Mr. A. P. Moller, a Danish shipowner, at the annual meeting of the Baltic and International White Sea Conference, says the *Journal of Commerce*. He then pointed out that there were subsidies of various kinds—namely, mail subsidies, cheap loans and prohibition against foreign ships sailing in the coasting trade.

In the course of an excellent speech, he showed how many countries compete unnaturally with their own customers by such means, and finally proposed a resolution in the following terms:—

"That this annual general meeting of the Baltic and International Martime Conference, representing 21 maritime nations, deplores the action of Governments both in running State-owned ships and in providing financial facilities to their nationals in connection with shipping undertakings, in that it is is inimical to the sound development of international commercial relations, which are best served when competition is free and unfettered by political considerations, and, while appreciating that services rendered by private undertakings to the State should be adequately remunerated, views with anxiety those cases where similar services are paid for at such exorbitant rates and/or in circumstances where the service is uncalled for that the payment constitutes a subsidy."

A Rotterdam delegate, in seconding the resolution, which was carried with three dissentients (U.S. delegates), urged that it was too moderate.

One of the U.S. delegates, Mr. R. C. Lee (Vice-president of the American Scantic Line) joined issue with Mr. Moller, remarking that the Conference could not expect to be able to alter the laws of nations. They would, he said, simply succeed in making American people more determined.

An immense all-metal flying-boat, the first of its type, secretly built for the Air Ministry, was launched and successfully flown at Cowes last month. This wonder machine, which has taken two years to build, carries torpedoes, bombs, and machine-guns, but is easily convertible into an efficient weight-carrying commercial craft. A large cabin, which can accommodate twenty people, is equipped with electric cooking and heating apparatus and food refrigerators. The machine, with three 600 horse-power air-cooled engines, mounted high above the hull, is capable of a speed of considerably more than 100 miles an hour, and a non-stop flight of nearly 2,000 miles.

Mussolini has informed the French Foreign Office that he has decided on a naval construction holiday until the end of the year. He has therefore ordered that all new building is to be suspended during the period of negotiations with France regarding a naval accord. The Dictator has also issued a strict order to Fascist authorities throughout Italy that all anti-French demonstrations must be rigorously suppressed. This change in the previously tense Franco-Italian situation is regarded here as a great triumph for peaceful public opinion as expressed throughout Europe.

Sir Charles Parsons, presiding at the summer meeting of the Institution of Naval Architects at Liverpool, said that it would be easy to build a liner to cross the Atlantic in moderate weather at 35 knots, but it would not pay. It was a question of economics. Engineers could do it; there was no question about that. He believed that the new Cunarder, now buidling, would bring back the blue riband of the Atlantic, wrested from the Mauretania first by the Bremen and then by the Europa.

The Cambridge colleges which have decided that second year men are not to be allowed to keep motor-cars at Cambridge are Caius, Clare, Pembroke, Peterhouse, Trinity Hall and Sidney Sussex. It is expected that other colleges will make a similar order. At the beginning of the academic year for 1931-32 the restriction is to be extended to all undergraduates while in residence, unless in exceptional circumstances. By University regulation motor-cars have been forbidden for first year men. There are to be no late leaves for motor driving, and the cars that are allowed are to be kept at public garages. In the notices sent to undergraduates it is stated that the possession of motor vehicles prevents undergraduates from making the best use of their residence.

Fooling the People.

Mr. Moller now reiterates and enlarges upon his views in the course of a communication to The Journal of Commerce of New York. "I am sorry," he writes, "if I have been misunderstood by my United States friends. Mr. Lee said he looked upon the resolution as unwise because it would simply have the effect of making the American people obstinate and still more determined to follow the policy they have embarked on. I do not believe this, and I take my stand on Lincoln's famous saying: 'You cannot fool all the people all the time.'

"I say this because from my knowledge of U.S. conditions I am absolutely convinced that it is a fallacy, when the U.S. people have been made to believe that the present shipping policy of the United States is to the best interest of the American people. I am confident that it is not, and I am likewise confident that sooner or later the truth thereof will dawn on the American people."

Mr. Moller proceeds to oppose the assertion that the United States requires its enlarged merchant marine to meet the national needs and states that the States in reserving the coastwise trade to vessels under its own flag has proceeded contrary to the open door policy of the majority of other maritime nations. He holds that the Great Lakes trade gave the United States opportunities for fostering a merchant marine of a size proportionate to her needs, so that in 1914 she ranked third among the maritime nations with a total of 4,300,000 tons of shipping. He adds.

"The tonnage of Great Britain with her enormous colonial necessities was before the War 19,000,000 tons. In 1929 it was 20,000,000 tons. Great Britain consequently has practically been stationary. The German tonnage has decreased from 5,100,000 tons in 1914 to 4,000,000 tons in 1929. Tonnage of the United States increased from 4,300,000 tons in 1914 to 13,500,000 tons in 1929. Nearly all this increase is artificial and fostered by State money, and in my conviction it is unnecessary to the country's needs.

Lack of Decision.

"It is true that there has been an instance when, for a comparatively short period, the American people thought that their interests were seriously hurt for lack of tonnage. It happened in 1916 during the World War.

"For the purpose of a lawsuit I, however, had occasion two or three years back to study this problem very closely, and I think I may safely here say that if the United States at a given period found she could not readily get an adequate supply of tonnage it was due to her own lack of decision in procuring tonnage in time.

"The Shipping Board instituted in 1916 had authority to buy or charter ships, but took too long for deliberations and lost its best opportunities to act. If it had acted reasonably speedily the commercial difficulty that had begun to make itself felt would have been obviated.

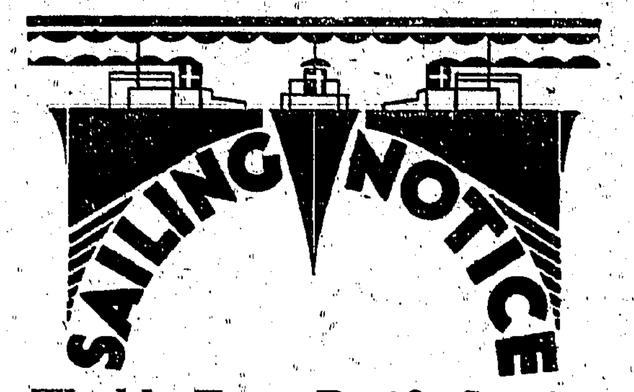
"As just stated I have the confident hope that the American people will come to see that their present policy is unreasonable and not to the best interest of the nation and people. Should it not be so, and should the present policy be pursued regardless of the reasonable interest of nationals of other countries, why, there is nothing for it but to remember that the peoples that are thus being subjected to an unnatural State-aided competition are large customers of the United States, and must find means of helping themselves.

"Mr. Lee says the subsidy goes to pay for the difference in the wages bill. I believe Denmark is the country in Europe that has the highest wages, and the difference as between U.S. and Danish wages is not to-day really so very great. Anyhow, I believe that in many instances the subventions exceed the entire wages bill in U.S. ships.

"The day will doubtless come when international shipping will be a natural trade for the United States. That day will come when that country is not richer than other countries. When it comes I look with alarm on the prospects of the mercantile marine of other countries, because I have the greatest respect for American energy and organisation.

"I welcome U.S. shipowners on the seas at any time, if they will compete as private enterprises on an even basis without looking to the State to pay their expenses, but as State-helped institutions they cannot be welcomed."

The s.s. Shirala, left Singapore for this port on the 16th instant and is due here on the 23rd instant.



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Pres. Jackson	Tues., Sept. 23	Pres. Taft	Tues., Sept. 30

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Money and Markets

RAUB GOLD MINING COMPANY.

A SUCCESSFUL YEAR.

CHAIRMAN'S SPEECH AT ANNUAL MEETING.

The following are the Chairman's remarks on moving the adoption of the balance sheet and the Directors' report at the 38th general meeting of the Raub Australian Gold Mining Co., Ltd., which was held at Brisbane on July 24. The Chairman said:—In moving the adoption of the balance sheet and report for the year to March 31, 1930, it gives me pleasure to submit results that are so satisfactory. It will be seen from the accounts before you that a nett profit of £41,666 has been earned. The strength of the finances justified the board in declaring an interim dividend of one shilling and sixpence (1/6d.) per share on December 12, 1929, and a further interim dividend of one shilling (1/-) per share on March 23, 1930, representing together a sum of £25,000. On the determination of the profits for the complete 12 months, the board decided to distribute a further dividend of one shilling and sixpence (1/6d.) per share as a final dividend out of the profits for the financial year. This final dividend paid in June last raised the total distribution to £40,000.

This has been accomplished without weakening the strength of the financial position. The liquid funds in hand at the commencement of the financial year totalled £66,458, while at the close of the year they amounted to £68,452, a sum of £40,000 having been distributed in the meantime to the shareholders.

It is a matter of gratification to record the fact that the market price of the investments exceeds the cost price at which they are reflected in the balance sheet, and they are readily negotiable. Taking advantage of the favourable rate of exchange and the higher yield derived from gilt edged securities, the board transferred a sum of about £24,000 to Australia from Singapore, a course which was deemed of advantage to the company.

Reserve Funds.

The conservation of reserve funds has been the determined policy of the board, and the wisdom of this course will be evident in the benefits which it is firmly believed will accrue. At the same time, I should like to point out that a vigorous policy of development of the mine has been pursued. As a result of the capital expenditure which has been disbursed in that respect, and in improving and supplementing the plant and machinery, the prospects for continued profitable working of the mine are brighter now than for many years past. It might perhaps be thought by some shareholders that larger tonnage output should be attempted. Careful consideration of this subject had convinced the board that the time was not yet opportune, but acceleration would be hastened as soon as development revealed the definite presence of large quantities of payable ore to justify the greater expenses which would be involved.

The accounts for the year revealed that the revenue from Gold had been supplemented by satisfactory earnings from invested funds, and from the sale of electricity generated at the Company's Power Station.

Grave consideration has constantly been given to the expediency or otherwise of proceedings with the tin and rubber propositions which were being considered. The depressed state of the rubber market and the tin market convinced the board that it was prudent to concentrate on the mining operations rather than utilise funds for these two purposes.

In conclusion, I should like to assure the shareholders that the directors will endeavour to produce at the close of the present year a statement which will be considered quite as satisfactory as the balance sheet before you, and that as opportunity offers, funds may be distributed to shareholders in the form of dividend.

AMERICAN STOCK QUOTATIONS.

LATEST WALL STREET PRICES.

The following quotations have been received from their correspondents, Messrs. Hayden, Stone & Co., of New York, by Messrs. Swan, Culbertson & Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," Shanghai), who are not responsible for cable mutilations:—

Tone of Market.—Irregular. NEW YORK, August 18, 1930.
No. of Shares Done.—1,250,000.
Call Money.—2½ per cent.

	Last Dividend.	Latest Sales.
American Smelting	4	66
Anaconda Copper	3.50	46⅜
Baltimore and Ohio	7	102
Borg Warner	3	29
Continental Oil	None	20
City Service Common	30c. A	27
Curtis Wright Common	None	7
Eastman Kodak	5B	206
Electric Bond and Share	6	78
Erie Railroad	None.	40
General Motors	3C	44
General Railway Signal	5	Unq.
Gold Dust	2½	39
Goodyear Tire and Rubber	5	61
Granby Consolidated	3	Unq.
Internationnl Cement	4	Unq.
International Nickel	1	20
Montgomery Ward	3	39
Nevada Consolidated Copper	50	15
Radio Corp	None	39
Sears Roebuck & Co.	2½D	62
Simmons Co.	3	24
Standard Oil of New Jersey	2	71
Standard Oil Co. of New York	1.60	31
Union Carbide and Carbon	2.60	73
United States Rubber	None	Unq.
United States Steel	7	165½

CANTON TRADE NOTES.

Due to healthy demand, prices of Chinese fertilizer have gone up. The current quotations vary from $7 to $8.50.

* * *

Very large quantities of foodstuffs have recently been imported into the city from the North. Last week, they included 21,000 bags of flour, 379 bags of small beans and 4,400 bags of groundnuts.

* * *

Due to the high exchange, merchants have been for the past few months reluctant to place large orders for foreign piece goods. As the gold exchange has dropped a little lower and as autumn is approaching, merchants are now placing large orders for thin woollens and autumn cloths.

* * *

The cotton yarn market has been fairly active during the past few days, as demand by merchants in the West River districts is rather brisk, while wholesales are also large. Prices have consequently risen by about $1 per bale. According to a Shanghai telegram, the quotations there are steady.

* * *

As the result of the rise in the prices of foreign piece goods caused by the exchange, the weaving industry in Canton has revived and over thirty more factories have opened this year. The industry was at its best during 1918 when there were over 170 factories in the city with some 3,200 workers, but it has been on the decline during the past years and many workers were thrown out of work, in consequence.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	RUGBY, August 18.
Paris	123.86
New York	4.873
Brussels	34.85
Geneva	25.045
Amsterdam	12.09⅛
Milan	92.98
Berlin	20.39
Stockholm	18.125
Copenhagen	18.165
Oslo	18.17½
Vienna	34.46
Prague	164⅜
Helsingfors	193½
Madrid	45.55
Lisbon	108.25
Athens	375
Bucharest	818
Rio	4 31/32
Buenos Aires	41
Bombay	1/5½
Shanghai	1/6⅛
Hong Kong	1/3 11/16
Yokohama	2/0 11/32
Silver, spot & forward	16 13/16

JAVA SUGAR.

COLLAPSE OF THE INDUSTRY THREATENED.

The position of the sugar industry was discussed at the meeting of the People's Council in Batavia last week.

One member stated that the outlook was very gloomy. There were a million tons of sugar in the godowns of the Dutch Indies, while China was incapable of buying anything on account of the silver slump, conditions in India were unsettled and large stocks of sugar were held in Cuba. It was possible that the industry would collapse altogether, and the whole population of the Dutch Indies would be seriously affected.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by the coupon appearing below, bearing the writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor, "*Hong Kong Daily Press.*"

"KUFAN" COUPON.

Name

Address

.....

Nom de plume

H.D.P.1]

HEALTH BULLETIN OF EASTERN PORTS.

The following is the health bulletin of Eastern ports, issued by the Director of Medical and Sanitary Services, for the week ended August 9:—

Plague.

	Cases.	Death
Alexandria	2	1
Baghdad	3	2
Rangoon	1	1
Bangkok	2	2
Pnom Penh	—	2
Beirut	1	—

Cholera.

Bombay	—	2
Calcutta	10	7
Manila	1	—
Cebu	4	1
Iloilo	19	18
Pnom Penh	3	2
Saigon	2	1

Small-pox.

Bombay	3	4
Calcutta	6	5
Cochin	3	—
Madras	11	6
Penang	1	—
Batavia	1	1
Palembang	5	2
Saigon	—	1

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$16.00 FOR A YEAR.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	TUESDAY, AUGUST 19.	Buyers	Sellers	Sales	Nominal
				Banks				
...	$1,450	...	...	H.K. Banks	...	...	...	$1,450
...	...	...	£103	Do. (London)	...	...	...	...
...	...	...	£16½	Chartered Banks	...	...	...	£17
...	...	...	£28	Mercantile Bks. "A"	...	...	...	£28
...	...	...	£12½	Do. "O"	...	...	...	£12½
...	...	...	$131	Bank of East Asia	...	$115	...	...
				Insurances				
...	...	...	$945	Canton Insurances	...	...	...	$940
...	...	...	$2½	Underwriters	$2.45	$2.60	...	...
T.160	...	...	...	North Chinas	...	...	...	T160
$440	...	$437	...	Union Insurances	$439	...	...	...
...	...	...	M.350	Yangtsze Insurances	...	...	...	$80
$400	...	...	...	China Fires	$400	...	...	...
$970	...	...	...	H.K. Fires	$965	...	...	...
				Shipping				
$26	...	...	...	Douglases	$26½	...	...	...
$24½	$25	...	...	Steamboats	...	...	...	$25
...	...	...	$43	Indos (pref.)	...	...	...	$43
...	...	...	$40	Do. (def.)	...	...	...	$40
...	...	...	95/7	Shell Transports	...	...	...	93/7
...	...	...	$32	Water-boats	...	...	...	$31
				Mining				
...	...	...	$8½	Benquets	...	...	...	...
...	...	...	26/9	Kailans	...	...	...	54/-
...	...	...	...	Langkats (comb.)	...	...	...	T14.40
...	...	...	T.8½	Do. (single)	...	...	...	$7.40
T1.30	...	...	...	Explorations	...	...	...	T.1
T.8½	...	...	...	Shanghai Loans	...	...	...	T.6
...	...	...	$22½	Raubs	...	...	...	$23
...	...	...	...	Tronoh Mines	...	...	...	21/
				Docks, Wharves, Godowns, etc.				
...	$165	...	...	H.K. & K. Wharfs	...	...	...	$166
$5	$5.10	$5	...	Providents	$5.10	...	...	...
...	$39	...	...	H.K. Docks	...	...	...	$39
T.117	...	...	...	Shanghai Docks	...	...	...	T.115
...	...	...	T.7½	New Engineerings	...	...	...	T.7¼
T.260	...	...	...	Hongkews	...	...	...	...
				Lands, Hotels, and Buildings				
$10½	...	$10½	...	H.K. & S. Hotels	$10.60	$10.70	10.55/-	60
...	$80	...	...	H.K. Lands cum. r	$79½	...	...	...
...	...	...	$76	Do., ex rights	$79	...	...	...
...	$15	$14	...	Do., rights	...	$15	...	...
...	...	...	T.287	Shanghai Lands	...	...	...	...
...	$9.40	...	...	H.K. Realtys	$9½	...	...	...
...	$16	...	...	Humphreys	$16.40	$15.70	...	...
...	...	...	$87	Chinese Estates	...	...	...	...
				Cotton Mills				
T11.85	T.12	...	...	Ewos	T11.90	...	...	...
...	...	...	T.80	S'hai. Cottons	...	...	...	T.80
...	...	...	T.9	Zoong Sings	...	...	...	T9.30
				Public Utilities				
$18.40	$18.60	...	...	Tramways	...	...	18.50/-	55
$12½	...	...	...	Peak Trams (old)	$12½	...	...	...
$6.15	...	...	...	Do. (new)	$6½	...	...	...
...	...	...	$35	Star Ferries	$8x	...	...	...
$23.40	$23½	24/23.	60	C. Lights (old)	$23½	$23.65	$23.60	...
...	$20	...	...	Do. (new)	...	...	...	$19½
$77	$77½	$77	...	H.K. Electrics	...	...	$76½	...
...	...	...	$23	Macao do.	...	...	...	...
$11½	...	...	...	Sandakan Lights	...	...	...	...
$3½	...	...	...	Telephones (fully pd.)	...	...	...	...
$21½	...	...	...	Do. (part pd.)	$21½	...	...	...
T.18½	...	...	...	China Buses	...	...	...	...
...	10/-	...	...	Tractions	...	...	...	6/9
...	...	...	18/6	Do. (pref.)	...	...	...	...
				Industrials				
			T.10½	Caldbeck, (ord.)	...	...	...	...
...	...	...	T10.40	Macgregors (pref.)	...	...	...	...
...	...	...	$2.10	Canton Ices	...	...	...	$2½
$17½	$17.90	...	...	Cements (comb.)	$17.40	$17.80	...	...
...	...	...	$12½	Do. (old)	...	...	...	$13
$8½	...	...	...	Do. (new)	...	...	...	$4½
$10.60	$10¾	$10½	...	Ropes	$10.70	...	10.80/-	90
$1	...	...	...	China Sugars	...	...	...	...
...	...	...	$37	Malabon Sugars	...	...	...	$29
...	...	...	$5	United Asbestos	...	...	...	...
				Miscellaneous				
$24.30	...	$24½	...	Dairy Farms	$24	...	...	...
$1	...	...	...	Der A. Wings	...	...	...	...
...	...	...	$26	Amusements	...	$20	...	...
...	...	...	$10	Chin. Entertainm'ts.	...	...	...	$10
...	...	...	$1.90	Constructions	...	$1.90	...	...
...	...	...	$3	Lane Crawfords	...	$3	...	...
$18½	...	...	...	Mackintoshs	...	...	...	...
...	...	...	...	Nanyang Tobacco	...	...	...	$4
...	...	...	$11½	Sinceres	...	...	...	$11½
...	$12	...	...	Watsons	...	$12	...	$2¾
...	...	...	$2.85	Wm. Powells	...	...	...	...
...	...	...	62%	B. Ind. G.$ Bonds	61%	...	...	...
...	...	8½%	prem.	H.K. Govt Loans	...	...	...	$108½

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS. From G.P.O.	WEEK DAYS. From Sheungwan Branch P.O.	SUNDAYS & HOLIDAYS From G.P.O.	SUNDAYS & HOLIDAYS From Sheungwa Branch P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.30 a.m. 7.00 p.m.	7.15 a.m. & 5.00 p.m. Sundays 5 p.m. only	7.30 a.m. & 7.00 p.m. Sundays 7.00 p.m. only
Macao & Tsinshan	7.15 a.m. & 1.15 p.m.	7.30 a.m. 1.30 p.m.	7.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	7.30 a.m. & 1.30 a.m. Sundays 8.30 a.m. only
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kankong (except Saturdays)		6.00 p.m.		6.00 p.m.
Fatshan (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	9.00 a.m.		9.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 3.00 p.m.		11.0 a.m.	
Cheungchow	12.30 p.m. & 4.30 p.m. Saturdays 12.30 p.m. & 4.30 p.m.		11.00 a.m. & 4.30 p.m.	
Aberdeen	8.30 a.m.		8.30 a.m.	
Stanley	1.00 p.m.		1.00 p.m.	
Autau, Pingshan, Santin, Shatin, Shatsukok and Sheungshui	3.00 p.m.		10.30 a.m.	
Salkung	4.30 p.m.		4.30 p.m.	
Namtau, Shekki & Taiping (Funtin)		7.00 p.m.		7.00 p.m.

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FOR SIX MONTHS

FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

INWARD MAILS.

FROM	PER	DUE
SHANGHAI ... HANGHAI and SWATOW ... SHANGHAI and AMOY ... AMOY ... LONDON Parcels (17th July) and STRAITS	*Kidderpore*	20th Aug.
	Soochow	21st Aug.
	Sinkiang	21st Aug.
	Talamba	21st Aug.
	Patroclus	21st Aug.
EUROPE via NEGAPATAM (Letters and Papers (London, 24th July)	*Hakone Maru*	22nd Aug.
JAPAN and SHANGHAI	*Kamo Maru*	22nd Aug.
CALCUTTA and STRAITS	*Shirala*	23rd Aug.
JAPAN	*Ginyo Maru*	23rd Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 25th July)	*Pres. Polk*	23rd Aug.
AMOY	*Tjisalak*	24th Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 1st Aug.)	*Pres. Cleveland*	25th Aug.
JAPAN and SHANGHAI	*Angers*	26th Aug.
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver, B.C., 7th Aug.)	*Emp. of Canada*	27th Aug.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE and TIME
		Wednesday, 20th,
Swatow	*Chaksang*	8.30 A M
Shanghai, Japan, Canada, U.S.A., C. and S. America and *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 6th Sept., and *Europe via Siberia	*Empress of Asia*	Reg. 9.15 A M Letters 10.00 A M
Japan	*Tango Maru*	9.30 A M
Fort Bayard	*Tsipoosek*	2.30 P M
Straits	*Honolulu Maru*	3.30 P M
Saigon	*Haldis*	4.30 P M
Formosa	*Takai Maru*	5.00 P M
Amoy	*Trinan*	5.00 P M
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America, and *EUROPE via San Francisco—due San Francisco, 11th Sept., and *EUROPE via Siberia	*Tatsuta Maru*	Reg. 5.00 P M Thursday, 21st, Letters 8.30 A M
		Thursday, 21st,
Hoihow, Pakhoi and Haiphong	*Menado Maru*	8.30 A M
Straits	*Dardanus*	2.30 P M
Swatow	*Hydrangea*	3.00 P M
Nauru and Ocean Island	*Apoey*	8.30 P M
Saigon	*Shun Chih*	4.30 P M
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 2nd Sept.	*Changte*	Parcels 5.00 P M Reg., 22nd, 9.45 A M Letters 10.30 A M
		Friday, 22nd,
Straits	*Irisbank*	10.00 A M
Wei Hai Wei vis Swatow and Foochow	*Huichow*	10.00 A M
Swatow, Amoy and Foochow	*Haiching*	1.00 P M
Shanghai, Japan and *EUROPE via Siberia	*Hakone Maru*	3.30 P M
Tourane	*Chung Kong*	5.00 P M
	Kowloon P.O.	Reg. 4.30 P M
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 22nd Sept.	*Kamo Maru*	Let., 23rd, 9.00 A M *G.P.O.* Reg., 23rd, 8.45 A M Letters 9.30 A M
		Saturday, 23rd,
Hoihow, Pakhoi and Haiphong	*Chengtu*	8.30 A M
Japan, Canada, U.S.A., *Canada *S. America and *EUROPE via Victoria, B.C.—due Victoria, B.C., 16th September	*Prasenlarus*	Reg. 9.45 A M Letters 10.30 A M
Amoy	*Anhui*	5.00 P M
Manila	*Pres. Polk*	5.00 P M
		Sunday, 24th,
Swatow, Amoy and Formosa	*Hozan Maru*	9.00 A M
Bangkok via Swatow	*Kwangchow*	9.00 A M
		Monday, 25th,
Sandakan	*Mausang*	10.30 A M
Straits and Calcutta	*Namsang*	Parcels Noon Letters 1.00 P M
		Tuesday, 26th,
Batavia	*Tjisalak*	10.30 A M
Swatow, Amoy and Foochow	*Haiyang*	1.00 P M
	Kowloon P.O.	Reg. 1.00 P M
Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 27th September	*Angers*	Letters 1.00 P M
		G.P.O. Reg. 1.45 P M Letters 2.30 P M
Manila	*Pres. Cleveland*	4.30 P M
		Wednesday, 27th
Swatow	*Kwaisang*	8.30 A M
Japan, Honolulu *San Francisco and *South American Ports	*Ginyo Maru*	10.30 A M
Manila	*Emp of Canada*	3.30 P M
Amoy	*Taiyuan*	5.00 P M
		Friday, 29th,
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 27th September	*Kashmir*	*Kowloon P.O.* Parcels 4.30 P M Reg., 30th, 9.00 A M Letters 10.00 A M *G.P.O.* Par., 29th, 5.00 P M Reg., 30th, 9.45 A M Letters 10.30 A M

*Superscribed correspondence only.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Polk, Dollar, Aug. 24.
Pres. Adam, Dollar, Sept. 7.
Pres. Harrison, Dollar, Sept. 21.

AMOY.

Tsinan, B. & S., Aug. 20, Midnight.
Tjisondari, J.C.J.L., Aug. 21.
Haichng, Douglas, Aug. 22.
Anhui, B. & S., Aug. 24.
Shirala, B.I., Aug. 25.
Haiyang, Douglas, Aug. 26.
Taiyuan, B. & S., Aug. 28.
Hosang, Jardine's, Aug. 29.
Tjikembang, J.C.J.L., Aug. 30.
Anking, B. & S., Aug. 31.
Tjikarang, J.C.J.L., Sept. 4.
Takada, B.I., Sept. 7.
Yuensang, Jardine's, Sept. 7.
Tjimanock, J.C.J.L., Sept. 13.
Kumsang, Jardine's, Sept. 19.
Tilawa, B.I., Sept. 25.

ANTWERP.

Kamo Maru, N.Y.K., Aug. 23.
Kashmir, P. & O., Aug. 30.
Asia, Manners, Sept. 5.
Katori Maru, N.Y.K., Sept. 6.
Agra, Gilman's, Sept. 14.

AUSTRALIAN PORTS.

Changte, B. & S., Aug. 22.
Tanda, E. & A., Sept. 5.
Atsuta Maru, N.Y.K., Sept. 23.

BALTIC PORTS.

Asia, Manners, Sept. 5.

BALTIMORE.

Irisbank, Bank, Aug. 22, noon.
Rhexenor, B.F., Aug. 22.

BANGKOK.

Kwangchow, B. & S., Aug. 24.
Kalagan, B. & S., Aug. 31.

BARCELONA.

Sauerland, Jebsen, Sept. 13.

BELAWAN-DELI.

Van Heutsz, J.C.J.L., Aug. 26.

BOMBAY

Kidderpore, P. & O., Aug. 20.
Penang Maru, N.Y.K., Aug. 28.
Kaga Maru, N.Y.K., Sept. 11.
Sado Maru, N.Y.K., Sept. 11.
Mantua, P. & O., Sept. 13.
Alipore, P. & O., Sept. 17.

BOSTON.

Irisbank, Bank, Aug. 22, noon.
Rhexenor, B.F., Aug. 22.
Tokiwa Maru, N.Y.K., Aug. 22.
Pres. Polk, Dollar, Aug. 24.
Siamese Prince, Furness, Aug. 26.
Kuma Maru, N.Y.K., Sept. 2.
Pres. Adam, Dollar, Sept. 7.
Malayan Prince, Furness, Sept. 11.
Pres. Harrison, Dollar, Sept. 21.

BREMEN.

Main, Melchers, Aug. 24.
Lahn, Melchers, Sept. 11.
Derfflinger, Melchers, Sept. 20.

BRINDISI.

Fiume-L, Dodwell's, Sept. 8.
Carignano, Dodwell's, Sept. 23.

CALCUTTA.

Talamba, B.I., Aug. 23.
Namsang, Jardine's, Aug. 25.
Calcutta Maru, N.Y.K., Aug. 29.
Kutsang, Jardine's, Sept. 6.
Hakodate Maru, N.Y.K., Sept. 8.
Talma, B.I., Sept. 11.
Shirala, B.I., Sept. 17.
Hosang, Jardine's, Sept. 20.

CASABLANCA.

Menelaus, B.F., Sept. 16.

CEBU.

Rhexenor, B.F., Aug. 22.

CHEFOO.

Hwichow, B. & S., Aug. 22.
Kueichow, B. & S., Sept. 2.

COLOMBO.

Kidderpore, P. & O., Aug. 20.
Kamo Maru, N.Y.K., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 26.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 30.
Glengarry, Jardine's, Sept. 1.
Sarpedon, B.F., Sept. 3.
Katori Maru, N.Y.K., Sept. 6.
Pres. Adam, Dollar, Sept. 7.
Kaga Maru, N.Y.K., Sept. 11.
Sado Maru, N.Y.K., Sept. 11.
Mantua, P. & O., Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Sphinx, M.M., Sept. 16.
Alipore, P. & O., Sept. 17.
Pres. Harrison, Dollar, Sept. 21.

COPENHAGEN.

Asia, Manners, Sept. 5.

DALNY.

Patroclus, B.F., Aug. 23.
Luchow, B. & S., Aug. 25.
Tjikembang, J.C.J.L., Aug. 30.
Antenor, B.F., Sept. 19.

DUTCH PORTS.

Kamo Maru, N.Y.K., Aug. 23.
Main, Melchers, Aug. 24.
Kashmir, P. & O., Aug. 30.
Glengarry, Jardine's, Sept. 1.
Sarpedon, B.F., Sept. 3.
Ramses, Jebsen, Sept. 4.
Asia, Manners, Sept. 5.
Katori Maru, N.Y.K., Sept. 6.
Lahn, Melchers, Sept. 11.
City of Lille, Bank, Sept. 13.
Sauerland, Jebsen, Sept. 13.
Agra, Gilman's, Sept. 14.
Menelaus, B.F., Sept. 16.
Derfflinger, Melchers, Sept. 20.

FOOCHOW.

Cheongshing, Jardine's, Aug. 22.
Haichng, Douglas, Aug. 22.
Hwichow, B. & S., Aug. 22.
Haiyang, Douglas, Aug. 26.
Kueichow, B. & S., Sept. 2.
Chipshing, Jardine's, Sept. 4.

GENOA.

Dardanus, B.F., Aug. 22.
Pres. Polk, Dollar, Aug. 24.
Ramses, Jebsen, Sept. 4.
Pres. Adam, Dollar, Sept. 7.
Fiume-L, Dodwell's, Sept. 8.
Sauerland, Jebsen, Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Derfflinger, Melchers, Sept. 20.
Oanfa, B.F., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Carignano, Dodwell's, Sept. 23.

GLASGOW.

Dardanus, B.F., Aug. 22.
Sarpedon, B.F., Sept. 3.
Neleus, B.F., Sept. 6.
Oanfa, B.F., Sept. 20.

HAIPHONG AND HOIHOW.

Chengtu, B. & S., Aug. 23.
Tean, B.& S., Sept. 4.

HAMBURG.

Main, Melchers, Aug. 24.
Glengarry, Jardine's, Sept. 1.
Ramses, Jebsen, Sept. 4.
Asia, Manners, Sept. 5.
Lahn, Melchers, Sept. 11.
City of Lille, Bank, Sept. 13.
Sauerland, Jebsen, Sept. 13.
Agra, Gilman's, Sept. 14.
Menelaus, B.F., Sept. 16.
Derfflinger, Melchers, Sept. 20.

HAVRE.

Dardanus, B.F., Aug. 22.
Asia, Manners, Sept. 5.
Neleus, B.F., Sept. 6.
Oanfa, B.F., Sept. 20.

HONOLULU.

Tatsuta Maru, N.Y.K., Aug. 21.
Ginyo Maru, N.Y.K., Aug. 27.
Asama Maru, N.Y.K., Sept. 18.

ILOILO.

Hupeh, B. & S., Aug. 19, noon.

JAPAN PORTS

Emp. of Asia, C.P.S., Aug. 20.
Tango Maru, N.Y.K., Aug. 20.
Tokushima Maru, N.Y.K., Aug. 20.
Tatsuta Maru, N.Y.K., Aug. 21.
Hakone Maru, N.Y.K., Aug. 22.
Protesilaus, B.F., Aug. 23.
Tokiwa Maru, N.Y.K., Aug. 24.
Shirala, B.I., Aug. 25.
Ginyo Maru, N.Y.K., Aug. 27.
Muroran Maru, N.Y.K., Aug. 27.
Shantung, Gilman's, Aug. 27.
Lima Maru, N.Y.K., Aug. 28.
Carnarvonshire, Jardine's, Aug. 29.
Eurypylus, B.F., Aug. 29.
Hosang, Jardine's, Aug. 29.
Kashgar, P. & O., Aug. 29.
Autolycus, B.F., Aug. 30.
Shidzuoka Maru, N.Y.K., Aug. 30.
Berrima, P. & O., Aug. 31.
Venezia-L, Dodwell's, Aug. 31.
General Metzinger, M.M., Sept. 1.
Kuma Maru, N.Y.K., Sept. 2.
Emp. of Canada, C.P.S., Sept. 4.
Isar, Melchers, Sept. 6.
Muensterland, Jebsen, Sept. 7.
Takada, B.I., Sept. 7.
Yuensang, Jardine's, Sept. 7.
St. Albans, E. & A., Sept. 9.
Siberia Maru, N.Y.K., Sept. 10.
Glenbeg, Jardine's, Sept. 12.
Malwa, P. & O., Sept. 12.
Teucer, B.F., Sept. 12.
Nanking, Gilman's, Sept. 13.
Perseus, B.F., Sept. 14.
Andre Lebon, M.M., Sept. 15.
Leverkusen, Jebsen, Sept 15.
City of Hereford, Bank, Sept. 16.
Emp. of Russia, C.P.S., Sept. 17.
Asama Maru, N.Y.K., Sept. 18.
Kumsang, Jardine's, Sept. 19.
Nagpore, P. & O., Sept. 23.
Hikawa Maru, N.Y.K., Sept. 24.
Khyber, P. & O., Sept. 25.
Tilawa, B.I., Sept. 25.

JAVA PORTS.

Tjisalak, J.C.J.L., Aug. 26.
Tjisondari, J.C.J.L., Sept. 2.
Tjisaroea, J.C.J.L., Sept. 9.

LIVERPOOL.

Dardanus, B.F., Aug. 22.
Neleus, B.F., Sept. 6.
Lyons Maru, N.Y.K., Sept. 16.
Oanfa, B.F., Sept. 20.

LONDON.

Kamo Maru, N.Y.K., Aug. 23.
Kashmir, P. & O., Aug. 30.
Glengarry, Jardine's, Sept. 1.
Sarpedon, B.F., Sept. 3.
Katori Maru, N.Y.K., Sept. 6.
City of Lille, Bank, Sept. 13.
Mantua, B.& O., Sept. 13.
Menelaus, B.F., Sept. 16.

LOS ANGELES.

Tatsuta Maru, N.Y.K., Aug. 21.
Pres. Lincoln, Dollar, Aug. 26.
Ginyo Maru, N.Y.K., Aug. 27.
Pres. Madison, A.M.L., Sept. 9.
Pres. Jackson, A.M.L., Sept. 23.

MANILA

Changte, B. & S., Aug. 22.
Rhexenor, B.F., Aug. 22.
Pres. Polk, Dollar, Aug. 24.
Pres. Cleveland, Dollar, Aug. 26.
Pres. Madison, A.M.L., Aug. 30.
Tjisondari, J.C.J.L., Sept. 2.
Tanda, E. & A., Sept. 5.
Neleus, B.F., Sept. 6.
Pres. Adam, Dollar, Sept. 7.
Pers. Pierce, Dollar, Sept. 9.
Pres. Jackson, A.M.L., Sept. 13.
Derfflinger, Melchers, Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Atsuta Maru, N.Y.K., Sept. 23.

MARSEILLES.

Kidderpore, P. & O., Aug. 20.
Kamo Maru, N.Y.K., Aug. 23.
Main, Melchers, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 26.
Kashmir, P. & O., Aug. 30.
Sarpedon, B.F., Sept. 3.
Asia, Manners, Sept. 5.
Katori Maru, N.Y.K., Sept. 6.
Pres. Adam, Dollar, Sept. 7.
Lahn, Melchers, Sept. 11.
Mantua, P. & O., Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Menelaus, B.F., Sept. 16.
Sphinx, M.M., Sept. 16.
Pres. Harrison, Dollar, Sept. 21.

NAPLES.

Kamo Maru, N.Y.K., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Siamese Prince, Furness, Aug. 26.
Katori Maru, N.Y.K., Sept. 6.
Pres. Adam, Dollar, Sept. 7.
Malayan Prince Furness, Sept. 11.
Pres. Harrison, Dollar, Sept. 21.

NEW YORK, BOSTON, etc.

Irisbank, Bank, Aug. 22, noon.
Rhexenor, B.F., Aug. 22.
Tokiwa Maru, N.Y.K., Aug. 22.
Pres. Polk, Dollar, Aug. 24.
Siamese Prince, Furness, Aug. 26.
Kuma Maru, N.Y.K., Sept. 2.
Pres. Adam, Dollar, Sept. 7.
Malayan Prince, Furness, Sept. 11.
Pres. Harrison, Dollar, Sept. 21.

NEWCHWANG.

Luchow, B. & S., Aug. 25.

NORTH CHINA PORTS.

Patroclus, B.F., Aug. 23.
Derfflinger, Melchers, Aug. 26.
Antenor, B.F., Sept. 19.
Saarbruecken, Melchers, Sept. 24.

PANAMA.

Tokiwa Maru, N.Y.K., Aug. 22.
Ginyo Maru, N.Y.K., Aug. 27.
Kuma Maru, N.Y.K., Sept. 2.

PENANG.

Kidderpore, P. & O., Aug. 20.
Kamo Maru, N.Y.K., Aug. 23.
Talamba, B.I., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Namsang, Jardine's, Aug. 25.
Van Heutsz, J.C.J.L., Aug. 26.
Penang Maru, N.Y.K., Aug. 28.
Calcutta Maru, N.Y.K., Aug. 29.
Kashmir, P. & O., Aug 30.
Sarpedon, B.F., Sept. 3.
Katori Maru, N.Y.K., Sept. 6.
Kutsang, Jardine's, Sept. 6.
Pres. Adam, Dollar, Sept. 7.
Hakodate Maru, N.Y.K., Sept. 8.
Kaga Maru, N.Y.K., Sept. 11.
Sado Maru, N.Y.K., Sept. 11.
Talma, B.I., Sept. 11.
Mantua, P. & O., Sept. 13.
Alipore, P. & O., Sept. 17.
Shirala, B.I., Sept. 17.
Hosang, Jardine's, Sept. 20.
Pres. Harrison, Dollar, Sept. 21.

RABAUL.

Bremerhaven, Melchers, Sept. 6.

RANGOON.

Calcutta Maru, N.Y.K., Aug. 29.
Hakodate Maru, N.Y.K., Sept. 8.

SAIGON.

Angers, M.M., Aug. 26.
Sphinx, M.M., Sept. 16.

SANDAKAN.

Mausang, Jardine's, Aug. 25.
Hinsang, Jardine's, Sept. 5.
Tanda, E. & A., Sept. 5.

SAN FRANCISCO.

Tatsuta Maru, N.Y.K., Aug. 21.
Tokiwa Maru, N.Y.K., Aug. 24.
Pres. Lincoln, Dollar, Aug. 26.
Ginyo Maru, N.Y.K., Aug. 27.
Kuma Maru, N.Y.K., Sept. 2.
Pres. Madison, A.M.L., Sept. 9.
Asama Maru, N.Y.K., Sept. 18.
Pres. Jackson, A.M.L., Sept. 23.

SCANDINAVIAN PORTS.

Asia, Manners, Sept. 5.
Agra, Gilman's, Sept. 14.

SEATTLE.

Protesilaus, B.F., Aug. 23.
Pres. Cleveland, Dollar, Sept. 2.
Teucer, B.F., Sept. 12.
Pres. Pierce, Dollar, Sept. 16.
Hikawa Maru, N.Y.K., Sept. 24.

SHANGHAI.

Chaksang, Jardine's, Aug. 20.
Emp. of Asia, C.P.S., Aug. 20.
Tango Maru, N.Y.K., Aug. 20.
Tsinan, B. & S., Aug. 20, Midnight.
Tatsuta Maru, N.Y.K., Aug. 21.
Tjisondari, J.C.J.L., Aug. 21.
Hakone Maru, N.Y.K., Aug. 22.
Patroclus, B.F., Aug. 23.
Tean, B. & S., Aug. 24, noon.
Fooshing, Jardine's, Aug. 24.
Sinkiang, B. & S., Aug. 24.
Tokiwa Maru, N.Y.K., Aug. 24.
Luchow, B. & S., Aug. 25.
Shirala, B.I., Aug. 25.
Derfflinger, Melchers, Aug. 26.
Szechuen, B. & S., Aug. 28.
Kwaisang, Jardine's, Aug. 27.
Muroran Maru, N.Y.K., Aug. 27.
Shantung, Gilman's, Aug. 27.
Lima Maru, N.Y.K., Aug. 28.
Taiyuan, B. & S., Aug. 28.
Carnarvonshire, Jardine's, Aug. 29.
Eurypylus, B.F., Aug. 29.
Kashgar, P. & O., Aug. 29.
Afrika, Manners, Aug. 30.
Autolycus, B.F., Aug. 30.
Shidzuoka Maru, N.Y.K., Aug. 30.
Berrima, P. & O., Aug. 31.
Hopsang, Jardine's, Aug. 31.
Venezia-L, Dodwell's, Aug. 31.
General Metzinger, M.M., Sept. 1.
Kuma Maru, N.Y.K., Sept. 2.
Hangsang, Jardine's, Sept. 3.
Emp. of Canada, C.P.S., Sept. 4.
Tjikarang, J.C.J.L., Sept. 4.
Isar, Melchers, Sept. 6.
Muensterland, Jebsen, Sept. 7.
Siberia Maru, N.Y.K., Sept. 10.
Glenbeg, Jardine's, Sept. 12.
Malwa, P. & O., Sept. 12.
Nanking, Gilman's, Sept. 13.
Sado Maru, N.Y.K., Sept. 11.
Talma, B.I., Sept. 11.
Mantua, P. & O., Sept. 13.
Lyons Maru, N.Y.K., Sept. 16.
Menelaus, B.F., Sept. 16.
Sphinx, M.M., Sept. 16.
Alipore, P. & O., Sept. 17.
Shirala, B.I., Sept. 17.
Asama Maru, N.Y.K., Sept. 18.
Hosang, Jardine's, Sept. 20.
Oanfa, B.F., Sept. 20.
Pres. Harrison, Dollar, Sept. 21.
Carignano, Dodwell's, Sept. 23.

SOUTH AFRICAN PORTS.

Heiyo Maru, N.Y.K., Aug. 30.
Kawachi Maru, N.Y.K., Sept. 9.

SOUTH AMERICAN PORTS.

Ginyo Maru, N.Y.K., Aug. 27.
Heiyo Maru, N.Y.K., Aug. 30.
Kawachi Maru, N.Y.K., Sept. 9.

SWATOW.

Chaksang, Jardine's, Aug. 20.
Cheongshing, Jardine's, Aug. 22.
Haichng, Douglas, Aug. 22.
Hwichow, B. & S., Aug. 22.
Anhui, B. & S., Aug. 24.
Fooshing, Jardine's, Aug. 24.
Kwangchow, B. & S., Aug. 24.
Sinkiang, B. & S., Aug. 24.
Tean, B. & S., Aug. 24, noon.
Szechuen, B. & S., Aug. 26.
Kwaisang, Jardine's, Aug. 27.
Anking, B. & S., Aug. 31.
Hopsang, Jardine's, Aug. 31.
Kalgan, B. & S., Aug. 31.
Kueichow, B. & S., Sept. 2.
Hangsang, Jardine's, Sept. 3.
Chipshing, Jardine's, Sept. 4.
Tjimanock, J.C.J.L., Sept. 12.

TIENTSIN.

Cheongshing, Jardine's, Aug. 22.
Hwichow, B. & S., Aug. 22.
Kueichow, B. & S., Sept. 2.
Chipshing, Jardine's, Sept. 4.

TRIESTE AND VENICE.

Fiume-L, Dodwell's, Sept. 8.
Carignano, Dodwell's, Sept. 23.

TSINGTAO.

Chaksang, Jardine's, Aug. 20.
Patroclus, B.F., Aug. 23.
Fooshing, Jardine's, Aug. 24.
Sinkiang, B. & S., Aug. 24.
Szechuen, B. & S., Aug. 26.
Kwaisang, Jardine's, Aug. 27.
Hopsang, Jardine's, Aug. 31.
Hangsang, Jardine's, Sept. 3.
Antenor, B.F., Sept. 19.

VANCOUVER, B.C.

Emp. of Asia, C.P.S., Aug. 20.
Protesilaus, B.F., Aug. 23.
Emp. of Canada, C.P.S., Sept. 4.
Teucer, B.F., Sept. 12.
Emp. of Russia, C.P.S., Sept. 17.

VICTORIA, B.C.

Emp. of Asia, C.P.S., Aug. 20.
Protesilaus, B.F., Aug. 23.
Pres. Cleveland, Dollar, Sept. 2.
Emp. of Canada, C.P.S., Sept. 4.
Teucer, B.F., Sept. 12.
Pres. Pierce, Dollar, Sept. 16.
Emp. of Russia, C.P.S., Sept. 17.
Hikawa Maru, N.Y.K., Sept. 24.

VLADIVOSTOCK.

Shantung, Gilman's, Aug. 27.
Carnarvonshire, Jardine's, Aug. 28.
Glenbeg, Jardine's, Sept. 12.
Nanking, Gilman's, Sept. 13.
Perseus, B.F., Sept. 14.

WEIHAIWEI.

Huichow, B. & S., Aug. 22.
Patroclus, B.F., Aug. 23.
Kueichow, B. & S., Sept. 2.
Antenor, B.F., Sept. 19.

EXPECTED ARRIVALS AND MOVEMENTS.

Adrastus due from New York Sept. 6.
Alipore due from Japan Sept. 17.
Angers due from Shanghai Aug. 26.
Antenor due from Europe Sept. 19.
Autolycus due from Europe Aug. 30.
Benreoch due from Straits Aug. 21.
Berrima due from Europe Aug. 30.
Bremerhaven due from Rabaul Sept. 6.
Calcutta Maru due from Japan Aug. 28.
Changte arrived from Manila Aug. 12.
City of Herford due from Europe Sept. 16.
City of Mobile due from New York Sept. 5.
Dardanus due from Shanghai Aug. 21.
Derfflinger due from Europe Aug. 26.
Emp. of Canada due from Japan Aug. 27.
Emp. of Japan due Vancouver Aug. 22.
Eumaeus due from Europe Sept. 7.
Eurypylus due from Europe Aug. 29.
Ginyo Maru due from Japan Aug. 23.
Hakodate Maru due from Japan Sept. 7.
Hakone Maru due from Straits Aug. 22.
Hikawa Maru due from Seattle Sept. 13.
Isar due from Europe Sept. 6.
Kamo Maru due from Shanghai Aug. 22.
Kashgar due from Europe Aug. 28.
Kashmir due from Japan Aug. 30.
Katori Maru due from Europe Sept. 5.
Kawachi Maru due from South Africa Sept. 8.
Khyber due from Europe Sept. 25.
Kidderpore due from Shanghai Aug. 20.
Kuma Maru due from New York Sept. 1.
Leverkusen due from Europe Sept. 15.
Lyons Maru due from Europe Sept. 15.
Malwa due from Europe Sept. 11.
Mantua due from Japan Sept. 13.
Menelaus due from Japan Sept. 16.
Muensterland due from Europe Sept. 7.
Muroran Maru due from Europe Aug. 26.
Nagpore due from Europe Sept. 22.
Neleus arrived from Manila Aug. 11.
Patroclus due from Singapore Aug. 21.
Penang Maru due from Straits Aug. 26.
Perseus due from Europe Sept. 14.
Pres. Cleveland due from Shanghai Aug. 25.
Pres. Polk due from Shanghai Aug. 23.
Protesilaus arrived from Japan Aug. 11.
Rhexenor due from Japan Aug. 22.
Sado Maru due from Colombo Sept. 10.
Sarpedon due from Shanghai Sept. 3.
Shirala due from Singapore Aug. 23, a.m.
St. Albans due from Australia Sept. 8.
Taiping due from Australia Sept. 12.
Takada due from Calcutta Aug. 29.
Talamba due from Amoy Aug. 21.
Talma due from Japan Sept. 9.
Talthybius due from Vancouver Sept. 4.
Tanda due from Japan Sept. 3.
Tatsuta Maru arrived from Shanghai Aug. 11.
Teucer due from Europe Sept 8.
Tilawa due from Calcutta Sept. 23.
Tjikarang due from Java Sept. 3.
Tjikembang due from Java Aug. 27.
Tjimanock due from Java Sept. 10.
Tjisalak due from Amoy Aug. 24.
Tjisaroea due from Dairen Sept. 7.
Tjisondari due from Java Aug. 20.
Tokiwa Maru due from Japan Aug. 23.
Van Heutsz arrived from Straits Aug. 19.
Venezia-L due from Karachi Aug. 31.

PASSENGERS.

Arrivals.

The following passengers arrived on Monday by the s.s. Kitano Maru:—Father C. Braun, Dr. J. P. Fehily, Mrs. M. Hay Smith, Mrs. L. H. Klaeby, Mrs. H. Mayer, Mrs. E. McCulloch, Mr. Y. Masui, and Mr. C. Ryo.

The following passengers arrived yesterday by the s.s. Tango Maru:—Miss M. W. Guilford, Mrs. D. G. McAvoy, Mr. I. D. Richherimer, Mrs. Rose N. Richherimer, Miss M. G. Roberts, Mrs. Chuppelow, Mrs. Dim Tai, Mrs. Mitilde Tan, Miss Bona Lin, Miss Valeria Lin, and Master Silvio Din.

Departures.

The following passengers left yesterday by the s.s. Kitano Maru:—Mr. Kong Hon, Mr. Kwong Sui, Mr. Lee Kuy, Mr. Kwong, Mrs. L. H. Klaeby, Mrs. E. McCulloch, Mrs. M. Hay Smith, Mr. O. W. O'Brien, Mrs. R. Blau, Mr. C. H. Jones, Mr. K. Kimura, Mrs. R. Kimura, Mr. O. Konishi, Mr. H. Kojima, Mrs. F. Kojima, Mr. S. Miyahara, Mrs. M. Miyahara, Masters Y., T. and H. Miyahara, Mr. W. Nishiyama, Mrs. D. Petty, Miss P. M. Petty, Mr. A. Ryodu, Mr. A. Takata, Mrs. S. Takata, Mr. T. Takahashi, Mr. C. Takahashi, Mrs. T. Takahashi, Mrs. M. Treiture, Miss A. Takahashi, Mr. S. Iwahashi, Mr. J. Kawachi, Mrs. K. Kawachi, Mr. F. Kaffejian, Mr. M. Mori, Mrs. Y. Mori, Mr. M. Nagashio, and Mrs. Y. Nagashio.

The following passengers left yesterday by the s.s. President Grant:—Mr. Tiong Go, Miss Kim Go, Mr. R. L. Parker, Miss Z. Scott, Miss M. Selezneff, Mr. and Mrs. L. R. Wallace, Mr. and Mrs. S. E. Moore, Comdr. and Mrs. R. F. Bernard, Mr. H. A. Braunstein, Miss M. Burke, Mr. and Mrs. A. Collon, Miss F. Collon, Mr. E. H. Johnson, Mr. P. Mabbun, Mrs. S. E. MacFadyen, Mr. C. E. Ferguson, Mr. Chan Wing, Mrs. D. Hartman, Mr. D. E. Naish, Mr. T. Y. Deane, Master V. Hartman, Mrs. M. E. Brooke, Mr. H. Gottlies, Mr. K. Shatze, Mr. H. G. Jensen, Mr. Kung Chain Chuan, Mr. Woo Joon Shu, Mr. John Henrydoshim, Miss Lee Kim Fong, Mr. Lee Ping Kuen, Mr. Patrick Hsien Tsen Peng, and Mr. T. Yaraguchi.

WARSHIPS IN HARBOUR.

The following warships were in port yesterday:—
North Arm.—Seraph, Serapis.
West Wall.—Medway and S/Ms.
In Dock.—Cicala, Osiris, Osivald.
No. 8 Buoy.—Magnolia.
No. 13 Buoy.—Sepoy.
Foreign Men of War.—Portuguese cruiser Adamastor, U.S. gunboat Mindanao.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR
SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"KIDDERPORE"
Carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 20TH AUGUST, 1930, at 4 P.M., taking Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon the Day of Sailing. The Contents and Value of all Packages must be declared.

For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hong Kong, 18th August, 1930. [9747

Stamp Collectors

Will find an interesting article in the "Daily Press" Every Thursday.

CONSIGNEE NOTICES.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ.
(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM BREMEN, GENOA, HAM, BURG, ROTTERDAM, AMSTERDAM AND ANTWERP.

THE Steamship "GEMMA," Voy. 14 having arrived from the above Ports Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves Delivery may be obtained.

Goods not cleared by the 26th August, 1930, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 25th August, 1930, at 10 a.m., by Messrs. Goddard & Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
General Agents.
Hong Kong, 19th August, 1930. [9747

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPHINX"

ARRIVED HONG KONG ON TUESDAY, THE 19TH AUGUST, 1930.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to Rent.

All Claims must be sent to the Undersigned before Thursday, the 28th August, 1930, or they will not be recognised.

Damaged Packages, must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Saturday, the 23rd August, 1930.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL,
Agent.
Hong Kong, 19th August, 1930. [9748

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "CALCHAS" FROM UNITED KINGDOM VIA SINGAPORE are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 18th August.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 25th August will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 8th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
17th August, 1930. [9746

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "SAUERLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd August, 1930, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 22nd August, 1930, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims against the Vessel must be presented to the Undersigned on or before the 8th September, or they will not be recognised.

No Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.,
Agents.
Hong Kong, 16th August, 1930. [9744

CHINA NAVIGATION COMPANY, LIMITED.

Amoy & Shanghai	"TSINAN"	On 20th Aug., Midnight
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"HUICHOW"	On 22nd Aug., Noon
Hoihow, Pakhoi & Haiphong	"CHENGTU"	On 23rd Aug., 10 a.m.
Amoy, Swatow & Singapore	"ANHUI"	On 24th Aug., 10 a.m.
Swatow & Shanghai	"TEAN"	On 24th Aug., Noon
Swatow, Shanghai & Tsingtao	"SINKIANG"	On 24th Aug., 2.30 p.m.
Swatow & Bangkok	"KWANGCHOW"	On 24th Aug., 3 p.m.
Santuao, Shanghai, Newchwang & Dalny	"LUCHOW"	On 25th Aug., 5 p.m.
Swatow, Shanghai & Tsingtao	"SZECHUEN"	On 26th Aug., 2.30 p.m.
Amoy & Shanghai	"TAIYUAN"	On 28th Aug., Daylight
Amoy, Swatow & Singapore	"ANKING"	On 31st Aug., 10 a.m.
Swatow & Bangkok	"KALGAN"	On 31st Aug., 3 p.m.
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"KUEICHOW"	On 2nd Sept., Noon
Hoihow, Pakhoi & Haiphong	"TEAN"	On 4th Sept., 10 a.m.

SAILINGS SUBJECT TO ALTERATION.

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(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANGTE	In Port	22nd Aug.	25th Aug.	10th Sept.
TAIPING	12th Sept.	23rd Sept.	26th Sept.	12th Oct.

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COPENHAGEN.

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M.S. "Afrika" ...	30th Aug.	5th Oct.
M.S. "Malaya" ...	1st Oct.	7th Nov.
M.S. "Danmark" ...	31st Oct.	10th Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	AUGUST 18, 1930. Hong Kong Standard Time	Barometer at Sea Level: Inches	Millrs.	Temperature	Humidity	Wind: Direction	Force (Beaufort)	Weather (Beaufort)	AUGUST 19, 1930. Hong Kong Standard Time	Barometer at Sea Level: Inches	Millrs.	Temperature	Humidity	Wind: Direction	Force (Beaufort)	Weather (Beaufort)
Wladivostock	12	29.55	750.5	75	...	SE	3	c	6	29.54	750.3	70	...	...	0	c
Nemuro	11	29.70	754.5	...	...	S	2	...	5	29.75	755.5	...	...	SSE	2	...
Hakodate	"	29.59	751.5	...	...	SE	1	...	"	29.59	751.5	...	...	E	1	...
Tokio	"	29.59	751.5	...	...	NNE	2	...	"	29.63	752.5	...	...	NNW	1	...
Kochi	"	29.61	752.0	...	...	SE	1	...	"	29.63	752.5	...	...	SSW	1	...
Nagasaki	"	29.59	751.5	...	...	SW	3	...	"	29.55	750.5	...	...	SW	6	...
Kagoshima	"	29.61	752.0	...	...	SSE	1	...	"	29.61	752.0	...	...	...	0	...
Oshima	"	29.61	752.0	...	...	NNE	1	...	"	29.65	753.0	...	...	...	...	...
Naha	"	29.63	752.5	...	...	S	3	...	"	29.67	753.5	...	...	SSE	2	...
Ishigakijima	"	29.67	753.5	...	..	S	3	...	"	29.63	752.5	...	...	SW	3	...
Bonin Island	"	29.65	753.0	...	...	S	2	...	"	29.63	752.5	...	...	SE	1	...
Chefoo	15	29.41	747.0	...	...	W	1	...	6	29.18	741.2	76	100	E	1	o
Shanghai	14	29.44	747.8	84	68	NE	2	b	"	29.56	750.9	75	98	SSW	1	o
Gutzlaff	"	29.48	748.8	84	85	NNW	1	o	"	29.62	752.3	80	87	NNW	1	o
Wenchow	"	29.53	750.0	86	93	SW	2	o	"	29.60	751.8	81	90	SSW	1	o
Foochow	"	...	...	...	...	...	...	...	6	29.61	752.1	80	88	...	0	b
Amoy	"	29.55	750.5	90	73	SSE	2	b	7	29.56	750.8	80	92	WSW	2	b
Swatow	"	29.51	749.5	86	68	SE	4	b	6	...	...	...	...	...	...	...
Taihoku	11	29.49	749.0	88	81	ESE	2	b	"	...	...	...	...	...	...	...
Taichu	"	29.60	751.8	90	66	NW	2	b	5	29.58	751.2	77	94	...	0	b
Tainan	"	29.60	751.8	90	..	...	0	b	"	29.60	751.8	75	...	...	0	o
Koshun	"	29.58	751.2	90	...	S	4	b	"	29.56	750.9	75	...	NNW	2	o
Pescadores	"	29.68	752.7	90	...	SSE	2	o	"	29.52	749.7	77	...	NNW	4	o
Hong Kong	14	29.59	751.5	90	...	S	4	b	"	29.58	751.2	81	...	NW	4	o
Pratas Island	"	29.56	750.8	87	73	WNW	4	o	6	29.60	751.8	83	91	W	2	o
Phulien	15	29.49	749.1	93	77	SSE	4	b	7	29.58	751.2	81	96	S	4	o
Tourane	"	29.56	750.9	90	...	N	4	b	"	29.65	753.0	81	...	S	2	o
Cape St. James	"	29.75	755.7	82	...	SW	6	o	"	29.86	758.4	77	...	SW	4	of
Basco	14	29.60	751.8	86	71	SSW	2	o	6	...	...	...	...	...	...	...
Aparri	"	29.61	752.1	86	71	SSW	2	o	"	...	...	...	...	...	...	...
Tuguegarao	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Vigan	"	...	...	...	...	...	...	...	"	29.71	754.5	79	91	SSW	4	r
Manila	"	29.72	754.8	86	68	WSW	4	o	"	29.76	756.0	81	84	SW	4	r
Legaspi	"	29.71	754.5	90	66	SW	4	o	"	29.75	755.7	79	90	SW	2	b
Calboyog	"	...	...	...	...	...	...	...	"	29.80	756.9	82	84	WSW	2	b
Tacloban	"	29.74	755.4	90	63	SE	...	...	"	29.81	757.2	79	85	NW	1	b
Iloilo	"	29.75	755.7	86	75	SW	2	o	"	29.81	757.2	81	90	SW	4	b
Cebu	"	...	...	...	...	...	4	o	"	29.81	757.2	81	76	SW	4	b
Surigao	"	29.74	755.4	86	63	W	...	...	"	...	...	...	...	...	...	...
Saipan	11.00	...	...	...	...	...	...	...	5	29.83	757.7	77	...	...	0	c
Guam	12.22	29.76	756.0	...	...	SW	2	o	4.22	...	...	...	...	...	...	...
Yap	11.00	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...
Pelew	"	...	...	...	...	...	...	...	"	29.86	758.4	79	...	W	2	r
Labuan	14	29.81	757.2	92	54	S	4	b	6	29.83	757.7	78	91	S	...	...

August 19*d.* 11*h.* 17*m.*—The Chinese depression has moved northeastward and is now central over Korea. A depression may be forming to the S.E. of Formosa.

Manila warning, 18*d.* 15*h.* 45*m.*:—Cyclone or typhoon W. of Bashi Channel filling up. Recd. 18*d.* 16*h.* 13*m.*

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·00 inch. Total since January 1, 62·46 inches, against an average of 61·09 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 20.

DISTRICT.	FORECAST.
1.—Formosa Channel	N.W. winds, moderate.
2.—South coast of China between Hong Kong and Lamocks	S.W. winds, moderate; fine.
3.—Hong Kong to Gap Rock	
4.—South coast of China between Hong Kong and Hainan	

T. F. CLAXTON, *Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 19.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.53	29.64	29.55
Temperature	89	86	87
Humidity	67	78	69
Wind—			
Direction	SW	WSW	SW
Force	2	3	3
Weather	B	O	C
Rain	0.01	0.00	0.00

Highest open-air Temperature, 18: 91

Lowest open-air Temperature, 19: 83

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

From August 20 to 26, 1930.

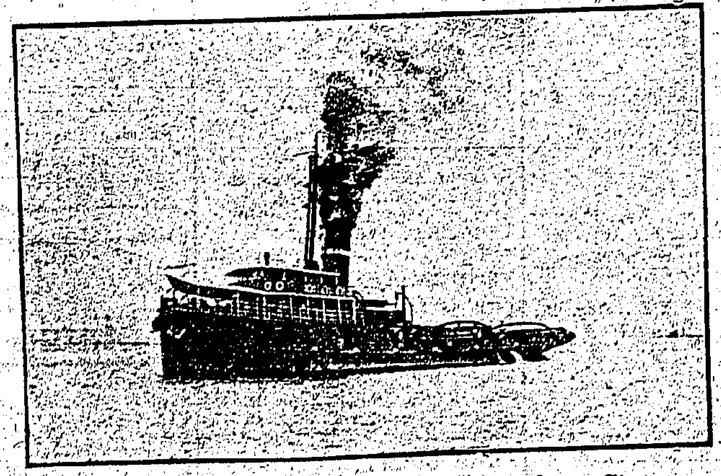
Days of Week.	Date of Month.	High Water: Hong Kong Standard Time.	Height.	Low Water: Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	20	m 5 9	6 8	1 30 a	1 5
		8 24 a	3 9	11 4 a	8 8
Thur.	21	m 6 15	7 3	—	—
		9 8 a	4 1	2 20 a	0 9
Fri.	22	m 7 16	7 8	m 0 28	3 7
		9 4 a	4 3	3 2 a	0 5
Sat.	23	m 8 13	8 1	m 1 37	3 4
		10 10 a	4 5	3 39 a	0 4
Sun.	24	m 9 9	8 2	m 2 33	3 0
		10 39 a	4 8	4 15 a	0 4
Mon.	25	m 10 3	8 1	m 3 25	2 6
		11 8 a	5 1	4 50 a	0 7
Tues.	26	m 10 56	7 7	m 4 15	3 3
		11 38 a	5 4	5 24 a	1 2

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Sun., 24th Aug., at 10 a.m.
	"KWAISANG"	Wed., 27th Aug., at 10 a.m.
	"HOPSANG"	Sun., 31st Aug., at 10 a.m.
	"HANGSANG"	Wed., 3rd Sept., at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Mon., 25th Aug., at 3 p.m.
	"KUTSANG"	Satur., 6th Sept., at 3 p.m.
	"HOSANG"	Satur., 20th Sept., at 3 p.m.
OSAKA via AMOY & KOBE	"HOSANG"	Fri., 29th Aug., at 7 a.m.
	"YUENSANG"	Sun., 7th Sept., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUMSANG"	Fri., 19th Sept., at 7 a.m.
SANDAKAN	"MAUSANG"	Mon., 25th Aug., at Noon
	"HINSANG"	Fri., 5th Sept., at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHEONGSHING"	Fri., 22nd Aug., at 7 a.m.
	"CHIPSHING"	Thurs., 4th Sept., at 7 a.m.

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Motor Vessel "GLENBEG"	12th Sept.
Motor Vessel "GLENLUCE"	29th Sept.
Steamship "PEMBROKESHIRE"	10th Oct.
Steamship "GLENIFFER"	24th Oct.

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Freight	S.S.	"Lahn"	departure 11th Sept.
Pass.	S.S.	"DERFFLINGER" ...	departure 20th Sept.
Freight	S.S.	"Isar"	departure 4th Oct.

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Freight	S.S.	"Isar" ...	due here 6th Sept.
Pass.	S.S.	"SAARBRUECKEN" ...	due here 24th Sept.
Freight	S.S.	"Aller"	due here 4th Oct.
Pass.	S.S.	"COBLENZ"	due here 23rd Oct.

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HAIYANG	Tuesday,	the 26th Aug., at 2 p.m.	

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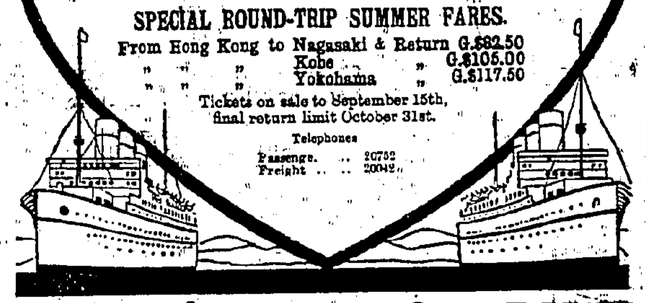
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Empress of Asia*	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
Empress of Canada	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia*	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia*	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Asia*	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia*	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 29	Feb. 1	Feb. 3	Feb. 5	Feb. 13
Empress of Asia*	Feb. 25	Feb. 28	Mar. 3	Mar. 5	Mar. 14
Empress of Canada	Mar. 12	Mar. 15	Mar. 17	Mar. 19	Mar. 27
Empress of Russia	Mar. 25	Mar. 28	Mar. 31	Apr. 2	Apr. 11
Empress of Japan	Apr. 4	Apr. 7	Apr. 9	Apr. 11	Apr. 19

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ASAMA MARU Thursday, 18th September

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HIKAWA MARU ... Wednesday, 24th September

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
KAMO MARU Saturday, 23rd August
KATORI MARU Saturday, 6th September

SYDNEY & MELBOURNE via Manila & Ports.
ATSUTA MARU Tuesday, 23rd September

BOMBAY via Singapore, Penang & Colombo.
† PENANG MARU Thursday, 28th August
KAGA MARU Thursday, 11th September

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
GINYO MARU Wednesday, 27th August
HEIYO MARU Saturday, 30th August

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Tuesday, 9th September

NEW YORK, BOSTON via PANAMA.
† TOKIWA MARU Friday, 22nd August
† KUMA MARU Tuesday, 2nd September

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.
LYONS MARU Tuesday, 16th September

CALCUTTA via Singapore, Penang & Rangoon.
† CALCUTTA MARU Friday, 29th August
† HAKODATE MARU Monday, 8th September

SHANGHAI, KOBE & YOKOHAMA.
HAKONE MARU Friday, 22nd August
† MURORAN MARU Wednesday, 27th August
† LIMA MARU Thursday, 28th August
SIBERIA MARU Wednesday, 10th September
† Cargo only.

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ANGERS	28th Aug.	G. METZINGER	1st Sept.
SPHINX	16th Sept.	ANDRE LEBON	15th Sept.
G. METZINGER	30th Sept.	PORTHOS	29th Sept.
ANDRE LEBON	14th Oct.	CHENONCEAUX	13th Oct.
PORTHOS	28th Oct.	ATHOS II	27th Oct.
CHENONCEAUX	11th Nov.	D'ARTAGNAN	11th Nov.
ATHOS II	25th Nov.	ANGERS	25th Nov.
D'ARTAGNAN	9th Dec.	SPHINX	9th Dec.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 17,600 TONS; THROUGH CARGO 18,600 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday, were:—

	Cargo for H.K.	Through Ports.
British.		
Antung, Amoy	—	1,800
Borneo, Haiphong	2,700	—
Crenatula, Tarawan	7,500	—
Cheongshing, Tientsin	1,943	725
Tsinan, Shanghai	530	540
Fooshing, Tsingtao	148	1,519
	12,821	2,784
American.		
Pres. Grant, Manila	87	958
California, Portland	1,534	694
	1,621	1,642
German.		
Duisburg, Kobe, Shanghai	—	6,590 6,590
Dutch.		
Tjibadak, Batavia	—	1,475
Gemma, Bremen	280	2,000
Van Heutsz, Belawan Deli	423	51
	703	3,526
French.		
Taipoosek, Fort Bayard	900	900 — —
Japanese.		
Yuki Maru, Sea	50	—
Rokko Maru, Sea	45	—
Kitano Maru, Pokohama	905	1,949
Tango Maru, Melbourne	496	1,167
	1,496	4,116
Chinese.		
Chung Kong, Tourane	140	140 — —
	17,681	18,658

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	8	5
American	3	2
Dutch	3	0
German	1	2
French	1	0
Japanese	5	4
Chinese	3	0
Norwegian	0	1
	22	14

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Antung (British), Amoy, Swatow	595
Tsinan (British), Shanghai, Swatow	150
Tjibadak (Dutch), Batavia, Amoy	152
Van Heutsz (Dutch), Belawan Deli, Singapore	2,182
Taipoosek (French), Fort Bayard	170
Tak Hing (Chinese), Autau	60
Cheung On (Chinese), Shanmei	190
	3,499

ARRIVALS.

August 18.

Celebes Maru, Japanese str., 5,863 tons, Capt. J. Itou, from Japan, Kowloon Wharf.—O.S.K.

Gemma, Dutch str., 5,233 tons, Capt. P. Bruwer, from Manila, buoy No. A31.—J.C.J.L.

Tai Poo Sek, French str., 1,219 tons, Capt. M. Paul, from K. C. Wan, buoy No. C17.—Wo Hop & Co.

August 19.

Chinhua, British str., 1,533 tons, Capt. A. N. Taylor, from Canton, buoy No. B21.—B. & S.

Chung Kong, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. C39.—Yau Lee & Co.

Iris Bank, British str., 3,437 tons, Capt. E. N. K. Blackmore, from Keelung, buoy No. A27.—Bank Line.

Rhexenor, British str., 4,995 tons, Capt. G. L. Stout, from Shanghai, buoy No. A5.—B. & S.

Sphinx, French str., 11,860 tons, Capt. M. Arydris, from Manila, Kowloon Wharf.—M. M. & Co.

Tai Shan, Panama str., 4,057 tons, Capt. A. Christiansen, from Manila, buoy No. A31.—Dodwell & Co.

Tango Maru, Japanese str., 6,893 tons, Capt. T. Takechi, from Australia *vid* Manila, Kowloon Wharf.—N.Y.K.

Tetsufan Maru, Japanese str., 1,241 tons, Capt. Murakami, from Hongay, buoy No. C49.—Wada Jimusho.

Tjisondari, Dutch str., 5,019 tons, Capt. J. J. Duit, from Tg. Pandan, buoy No. A26.—J.C.J.L.

Tricolor, Norwegian str., 3,737 tons, Capt. Arthur Wold, from Manila, buoy No. A29.—Thoresen & Co.

Van Heutsz, Dutch str., 2,749 tons, Capt. J. Groothoff, from Singapore, buoy No. A6.—J.C.J.L.

CLEARANCES.

August 19.

Canton, for Haiphong.
Celebes Maru, for Singapore.
Chak Sang, for Swatow.
Chinhua, for Foochow.
Emp. of Asia, for Shanghai.
Gemma, for Shanghai.
Hai Ning, for Swatow.
Hanyang, pass through.
Huichow, for Canton.
Saxicava, for Paladjoe.
Sphinx, for Shanghai.
Tai Poo Sek, for K. C. Wan.
Tai Sham, for Shanghai.
Tango Maru, for Nagasaki.
Tricolor, for Shanghai.
Van Heutsz, for Swatow.

SHIPS IN HARBOUR.

The following merchant ships were in harbour yesterday:—

Wharves:—Kowloon: Tango Maru, Celebes Maru, Kut Sang, Kitano Maru, Empress of Asia; O.S.K.: Canton Maru; Menado Maru; Chiu On: Hydrangea.

Docks:—Kowloon: Adamastor, Isis, Solar Star, Rizal, Yatshing. Vigilante, Planorbis; Taikoo: Apoey, Hong Kheng, Hupeh; Cosmopolitan: Gustow, Diedenchosen.

Buoys:—A1, Tjibadak; A2, California; A3, Chengte; A4, Phexinor; A5, Van Heustz; A8, Proteselaus; A10, Kwangchow; B12, Anhui; C15, Canton; C17, Taipoosek; B20, Cheongshing; B21, Chinhua; B24, Tatsuta Maru; A28, Neleus; A31, Gemma; B32, Chak Sang; B36, Cheongshing; B38, Kweiyang; C39, Chung Kong; C41, G.G. Merlin; C42, Halvard; C43, Chun Chih; C44, Huichow; C45, Haldis; C46, Paling Maru; C48, Yendai Maru; B51, Shenandvah.

The s.s. Talamba will leave Amoy for this port on the 20th instant and is due here on the 21st instant.

BARBER WILHELMSEN LINE EXPRESS SERVICE PANAMA

BARBER WILHELMSEN LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York

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Queen's Buildings. Agents. Telephone 28021.

BANK LINE LTD.
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ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

M.V. "CITY OF LILLE"	London, Rotterdam, Hamburg & Hull	13th September
S.S. "CITY OF MOBILE"	London, Rotterdam & Hamburg	9th October

NEW YORK, BOSTON & BALTIMORE AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF CHESTER"	7th October

ALSO AGENTS FOR

ANDREW WEIR & CO.
SERVICES TO

BOSTON, NEW YORK & BALTIMORE AMERICAN & ORIENTAL LINE

M.V. "IRISBANK"	(Direct to Singapore)	22nd (Noon) August

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW"	5th November

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Lederitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:—
Telephone: 27791.
THE BANK LINE, LTD.
23]

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
*"KIDDERPORE"	5,334	20th Aug., 4 p.m.	Straits, Colombo, B'bay & Karachi
†"KASHMIR"	8,985	30th Aug.	Mars., L'don., Hull, R'dm. & A'werp.
"MANTUA"	10,946	13th Sept.	Bombay, Marseilles & London.
*"ALIPORE"	5,273	17th Sept.	Straits, Colombo & Bombay.
†"KASHGAR"	9,005	27th Sept.	Mars., L'don., Hull, R'dm. & A'werp.
"MALWA"	10,980	11th Oct.	Marseilles & London
†"KHYBER"	9,114	25th Oct.	Mars., L'don., Hull, R'dm. & A'werp.
"MACEDONIA"	11,120	8th Nov.	Bombay, Marseilles and London.
*"NAGPORE"	5,283	15th Nov.	[Mars, L'don., Hull, H'bg., R'dm. & A'werp.
†"KARMALA"	9,128	22nd Nov.	do.
"RAWALPINDI"	16,619	6th Dec.	Bombay, Marseilles & London.
†"KALYAN"	9,144	20th Dec.	Mars., L'don., Hull, R'dm. & A'werp
		1931	
"RANCHI"	16,550	3rd Jan.	Marseilles and London.
"KASHMIR"	8,985	17th Jan.	Mars., L'don., Hull, R'dm. & A'werp
"COMORIN"	15,132	31st Jan.	Marseilles and London.
"KASHGAR"	9,005	14th Feb.	do.
"MALWA"	10,980	28th Feb.	do.
"MACEDONIA"	11,120	14th Mar.	do.
"RAWALPINDI"	16,619	28th Mar.	do.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TALAMBA"	8,018	23rd Aug.	Singapore, Penang & Calcutta
"TALMA"	10,000	11th Sept.	do.
"SHIRALA"	7,841	17th Sept.	do.
"TAKADA"	6,949	30th Sept.	do.
"TILAWA"	10,006	16th Oct.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

*"TANDA"	6,956	5th Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	3rd Oct.	
"NELLORE"	6,853	31st Oct.	

* Will call Sandakan.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SHIRALA"	7,841	25th Aug.	Amoy, S'hai., Moji, Kobe & Osaka.
"KASHGAR"	9,005	29th Aug.	S'hai., Moji, Kobe & Yokahama
*"BERRIMA"	—	31st Aug.	Shanghai & Kobe.
"TAKADA"	6,949	7th Sept.	[Amoy, Moji, Kobe, Yokohama & Osaka.
"ST. ALBANS"	4,500	9th Sept.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,980	12th Sept.	S'hai., Moji, Kobe & Yokohama.
*"NAGPORE"	5,283	23rd Sept.	do.
"TILAWA"	10,006	25th Sept.	Amoy, Moji, Kobe & Osaka.
"KHYBER"	9,114	26th Sept.	S'hai., Moji, Kobe & Yokohama.
"MOREA"	10,954	10th Oct.	do.
"KARMALA"	9,128	20th Oct.	do.
*"BENALLA"	—	20th Oct.	Shanghai & Kobe.
"MACEDONIA"	11,120	24th Oct.	S'hai., Moji, Kobe & Yokohama.
"RAWALPINDI"	16,619	7th Nov.	S'hai., Moji, Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	S'hai., Moji, Kobe & Yokohama
"RANCHI"	16,550	5th Dec.	S'hai., Kobe & Yokohama.
"KASHMIR"	8,985	20th Dec.	S'hai., Moji, Kobe & Y'hama.
		1931	
"COMORIN"	15,132	3rd Jan.	S'hai., Moji, Kobe & Y'hama.
"KASHGAR"	9,005	17th Jan.	do.
"MALWA"	10,980	31st Jan.	do.
"MACEDONIA"	11,120	14th Feb.	do.
"RAWALPINDI"	16,619	28th Feb.	S'hai., Kobe & Yokohama.
"KHIVA"	9,135	14th Mar.	Amoy, Moji, Kobe & Y'hama
"RAJPUTANA"	16,586	27th Mar.	S'hai., Kobe & Yokohama.
"KALYAN"	9,144	10th Apr.	S'hai., Moji, Kobe & Y'hama.
"COMORIN"	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
"KASHMIR"	8,985	8th May	S'hai., Moji, Kobe & Yokohama.
"RANCHI"	16,550	22nd May	do.

* Cargo only.

All dates are approximate and subject to alteration without notice
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further Information, Passage Fares, Freights, Handbooks, etc., apply to—
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THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good, passenger accommodation.)
LOADING DIRECT FOR
ANTWERP, ROTTERDAM or AMSTERDAM, HAMBURG AND SCANDINAVIA.

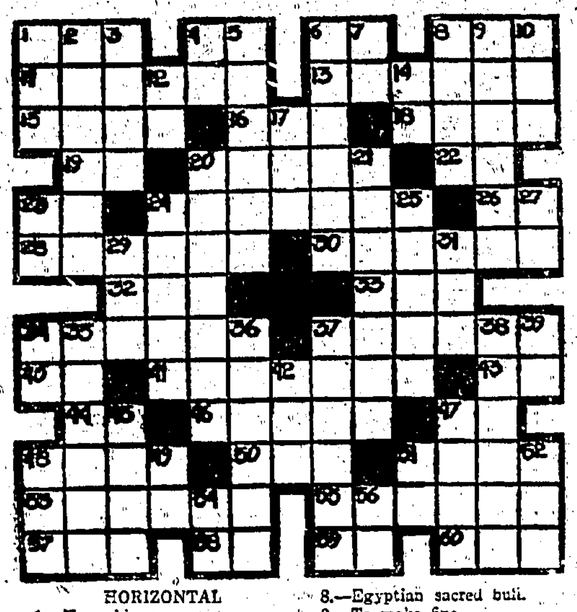
	Sailing about
m.v. "AGRA"	14th September
m.v. "SHANTUNG"	10th October

SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK.

	Sailing about
m.v. "SHANTUNG"	27th August
m.v. "NANKING"	13th September

Passenger Rates Hong Kong to Europe ... £60.
For further particulars apply to the Agents:—
GILMAN & CO., LTD. Hong Kong.
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CROSSWORD PUZZLE AND YESTERDAY'S SOLUTION.



HORIZONTAL

1.—To achieve.
4.—Exists.
6.—Thus.
8.—Part of "to be."
11.—Sum.
13.—Correct.
15.—To urge.
16.—Pronoun.
18.—Musical instrument.
19.—Article.
20.—Disparages.
22.—Symbol for Silicon.
23.—Comparative suffix.
24.—More strict.
26.—Greek letter.
28.—Situation.
30.—Rocks.
32.—Cover.
33.—Part of shoe.
34.—Thought.
37.—Hunting dog.
40.—Negative.
41.—Grinds, as teeth.
43.—A continent (abbr.)
44.—Above.
46.—Woody plants.
47.—Mother.
48.—Single entry.
50.—A beverage.
51.—Part of ear.
53.—To begin again.
55.—Threefold.
57.—Skill.
58.—Public notice.
59.—Pronoun.
60.—To observe.

VERTICAL

1.—Part of "to be."
2.—To share.
3.—In grammar, a name.
4.—Within.
5.—Fashions.
6.—Rejects.
7.—Conjunction.
8.—Egyptian sacred bull.
9.—To make fine.
10.—Before.
12.—Abraham's birthplace.
14.—Belonging to.
17.—Possessive pronoun.
20.—Scholar.
21.—Benches.
23.—Plural ending.
24.—To smart.
25.—Underground parts.
27.—Pronoun.
29.—Mohammedan name.
31.—Seine.
34.—Upon.
35.—Kind of pigeon.
36.—Moved quickly.
37.—Scabbard.
38.—To make capable.
39.—Symbol for radium.
42.—To observe.
45.—Plague.
47.—Unruly crowds.
48.—Man's name.
49.—Greek letter.
51.—French article.
52.—Organ of head.
54.—Mother.
56.—Musical note.

No. 1726

	B	E	A	M	S		B	O	I	L	S			
S	O	N	N	E	T		I	N	T	A	C	T		
A	D	I	T		R	I	L	L	S		O	R		
L	I	D		R	A	L	L	Y		E	R	A		
A	C		S	A	I	L	S		S	P	E	D		
D	E	P	I	C	T	S		C	L	O	S	E		
		O	D	E	S		G	O	A	D				
B	A	R	E	S		P	L	A	Y	E	R	S		
O	R	E	S		S	L	A	T	S		A	H		
R	I	D		B	E	A	D	S		D	I	E		
E	S		B	R	A	N	D		R	I	N	D		
S	E	R	I	A	L		E	N	V	U	R	S		
	S	E	N	D	S		H	O	P	E	D			

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital$50,000,000
Issued & Fully Paid-up...$30,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $9,500,000

Reserve Liability of Proprietors$20,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:
J. A. PLUMMER, Esq., Chairman.
Hon. Mr. C. G. S. MACKIE, Deputy Chairman.
W. H. Bell, Esq.
A. H. Compton, Esq.
B. Lander Lewis, Esq.
G. Miskin, Esq.
Hon. Mr. J. J. Paterson.
T. E. Pearce, Esq.
T. H. R. Shaw, Esq.
J. P. Warren, Esq.
Chief Manager:
V. M. GRAYBURN, Esq.

BRANCHES:—

Amoy	Ipoh	Peiping
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kowloon	Saigon
Calcutta	Kuala Lumpur	San Francisco
Canton	London	Shanghai
Chefoo	Lyons	Singapore
Dairen	Malacca	Sourabaya
Foochow	Manila	Sungei Patani
Haiphong	Muar (Johore)	Tientsin
Hamburg	Mukden	Tokyo
Hankow	Nagasaki	Tsingtao
Harbin	New York	Yokohama
Hongkew		
Iloilo		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 16th July, 1930. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 16th July, 1930. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—
U.S. $1,500,000.

HEAD OFFICE:
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An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK whose Total Resources are U.S. $2,800,000,000.

D. M. BIGGAR,
Manager.
23]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital
Gldrs. 150,000,000-
(£12,500,000.)
Paid-Up Capital...Gldrs. 80,030,000-
(£6,669,170.)
Reserve Fund.....Gldrs. 40,015,000-
(£3,334,583.)

Head Office:—Amsterdam.*
Eastern Head Office:—Batavia.
BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jeddah, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.
*I have offices here Safe Deposit Boxes To Let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.
A. STOKKINK,
Acting Manager.
Hong Kong, 18th May, 1930. [30

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.
AUTHORIZED CAPITAL..$11,000,000
PAID-UP CAPITAL 8,665,600
RESERVE FUND 1,000,000
Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.
London Bankers:—
THE LLOYDS BANK, LTD.
Correspondents:
all Principal Cities of the World.
Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.
LOOK POONG SHAN,
Manager.
97]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

AGENCIES & BRANCHES:

ALOR STAR (Malay States)	HONG KONG	TONGKAH (Bhuket)
AMRITSAR	ILOILO	RANGOON
BANGKOK	IPOH	SAIGON
BATAVIA	KARACHI	SEMARANG
BOMBAY	KLANG	SEREMBAN
CALCUTTA	KOBE	SHANGHAI
CANTON	KUALA KANGSAR	SINGAPORE
CAWNPORE	KUALA LUMPUR	SOURABAYA
CEBU	KUCHING	TAIPING (F.M.S.)
COLOMBO	MADRAS	TAVOY
DAIREN	MANILA	TIENTSIN
DELHI	MEDAN	TOKYO
HAIPHONG	NEW YORK	TSINGTAO
HAMBURG	PEKING	YOKOHAMA
HANKOW	PENANG	ZAMBOANGA (Philippine Islands).
HARBIN (North Manchuria)	PESHAWAR	

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 9th Jan., 1929. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE
(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up ...	50,000,000
Special Working Capital	50,000,000
Reserves	22,319,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peping	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN,
Manager.
Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,050,000
Reserve Fund and Rest...£1,646,506

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Karachi	Madras
Batavia	Kota Bharu	New York
Bombay	Kuala Krai	Penang
Calcutta	(Kelantan)	Port Louis
Colombo	Kuala Lipis	(Mauritius)
Delhi	(Pahang)	Rangoon
Galle	Kuala Lumpur	Shanghai
Hong Kong	Kuantan	Simla
Howrah	(Pahang)	Singapore
Ipoh		Sourabaya
Kandy		

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.
INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
F. THOROUGOOD,
Acting Manager.
7, Queen's Road Central.
Hong Kong, 10th Apr., 1930. [29

BANK OF CHINA.

Reorganized October 26, 1928, under special charter of The National Government as an

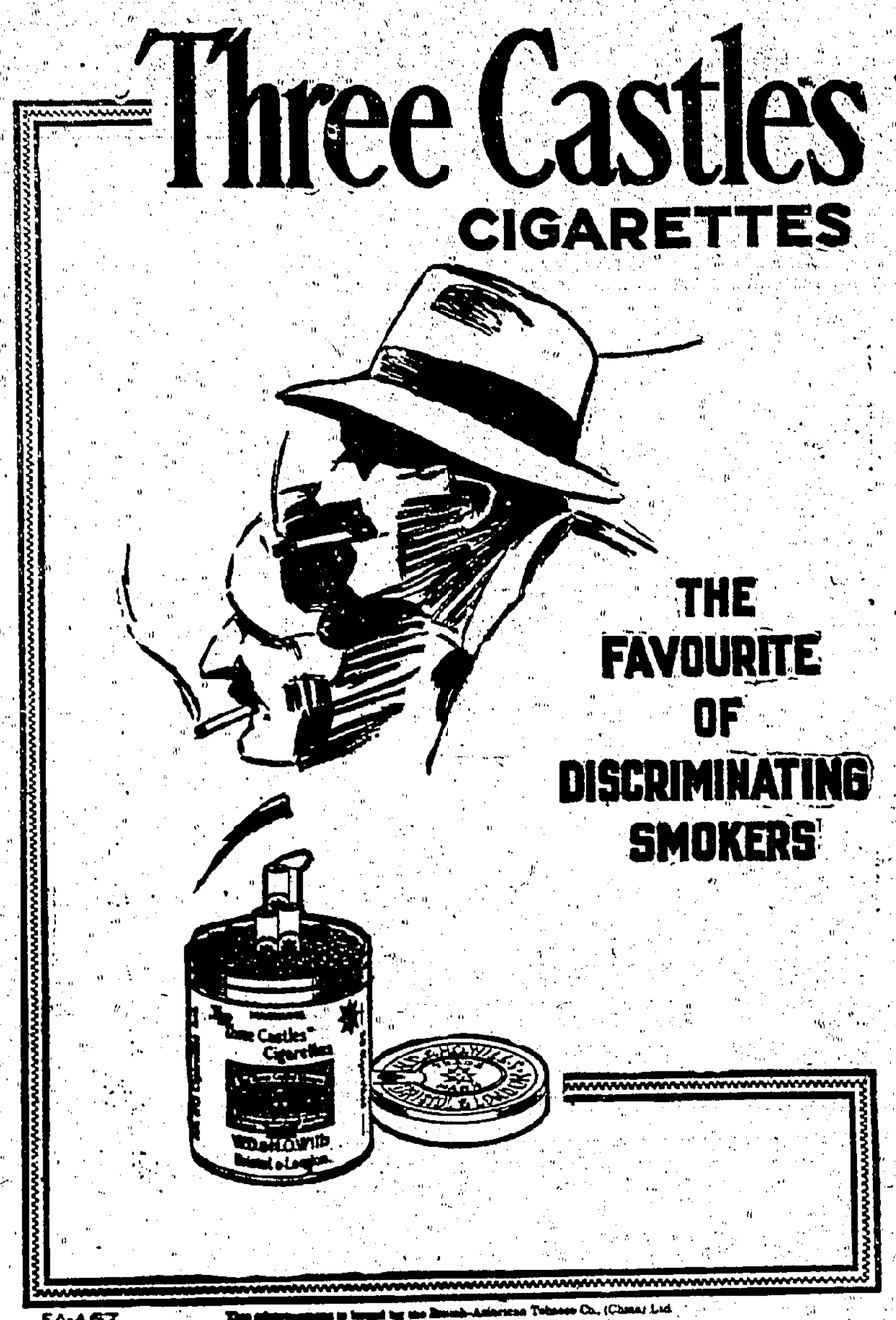
INTERNATIONAL EXCHANGE BANK.

Subscribed Capital $25,000,000.00
Paid-Up Capital $24,710,200 00
Reserve Funds $3,820,503 82

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.
We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.
SHOU J. CHEN,
Manager.



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BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital Frs.72,000,000.00
Paid-up Capital ... Frs.68,400,000.00
Reserve Fund Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Cantho	Mengtse	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Thanhoa
Fort Bayard	Papeete	Tientsin
Haiphong	Peping	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
A. LECOT,
Manager.
Hong Kong, 2nd May, 1929. [28

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 111,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Kai Yuen	Rangoon
Batavia	Karachi	Saigon
Bombay	Kobe	Soerabaya
Calcutta	London	San Francisco
Canton	Lyons	Seattle
Changchun	Los Angeles	Semarang
Dairen	Manila	Shanghai
(Dalny)	Nagasaki	Singapore
Fengtien	Naguya	Shimonoseki
(Mukden)	Newchwang	Sydney
Hamburg	New York	Tientsin
Hankow	Osaka	Tokyo
Harbin	Peping	Tsinanfu
Hong Kong	Rio de Janeiro	Tsingtao
Honolulu		Buenos Ayres (Temporarily closed)
		Vladivostock (Temporarily closed).

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong, March 10, 1930. [35

THE HO HONG BANK, LTD.
(Established 1917.)

CAPITAL:—

Authorised	Straits	$20,000,000
Issued	,,	$8,000,000
Paid-up	,,	$4,000,000
Reserve Liabilities of Shareholders ...	,,	$4,000,000
Surplus	,,	$2,526,000

HEAD OFFICE:—SINGAPORE.
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Every description of Banking and Exchange business transacted.
TAN ENG HOOI,
Manager.

THE AMERICAN EXPRESS COMPANY, INC.

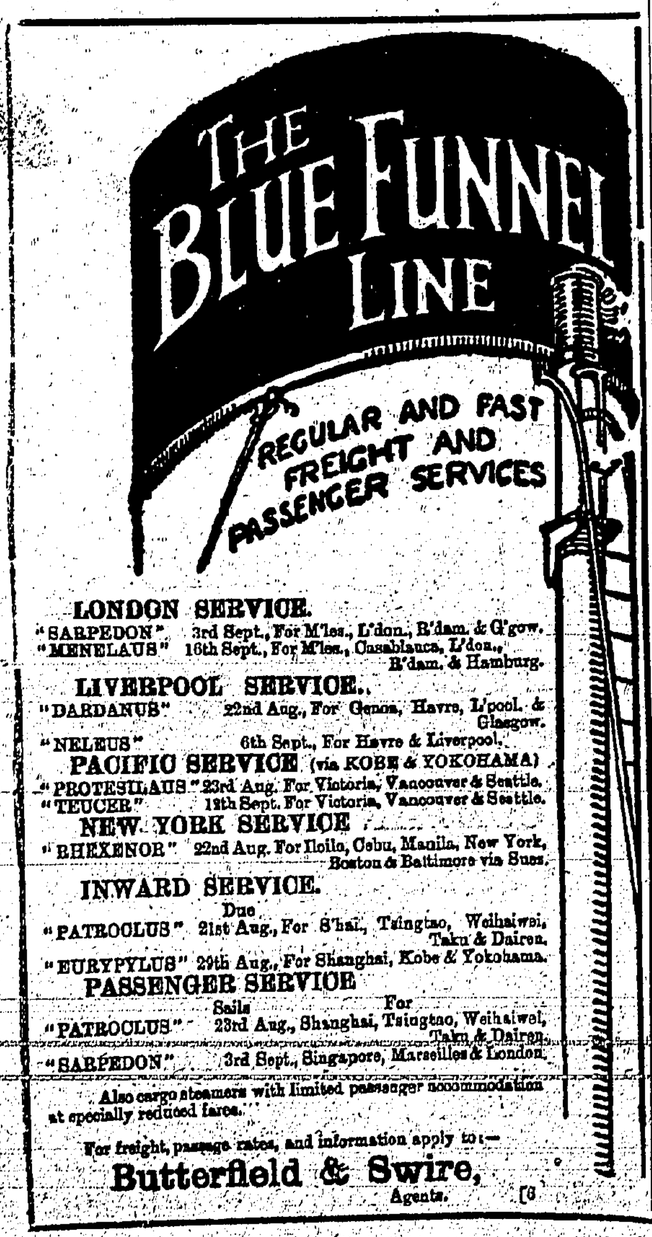
HEAD OFFICE:
65, BROADWAY, NEW YORK.

Capital..... U.S.$6,000,000
Surplus..... U.S.$1,572,454
Reserves U.S.$1,908,209

BRANCHES:—

Amsterdam	Constantinople	Lucerne	Palermo
Antwerp	Edinburgh	Lugano	Rotterdam
Athens	Florence	Luxor	Rome
Basle	Geneva	Marseilles	Stamboul
Berlin	Genoa	Monte Carlo	Shanghai
Biarritz	Glasgow	Manila	Southampton
Bombay	Havana	Munich	Singapore
Bremen	Hamburg	Montreux	St. Moritz
Brussels	Havre	Milan	Tientsin
Buenos Aires	Interlaken	Nice	Vienna
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Copenhagen		Peking	

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Affiliated with
THE CHASE NATIONAL BANK
Resources Over G.$2,500,000,000.
E. W. DUGGAN,
Manager.



LONDON SERVICE.
"SARPEDON" 3rd Sept., For M'les., L'don., R'dam. & G'gow.
"MENELAUS" 16th Sept., For M'les., Casablanca, L'don., R'dam. & Hamburg.

LIVERPOOL SERVICE.
"DARDANUS" 22nd Aug., For Genoa, Havre, L'pool. & Glasgow.
"NELEUS" 6th Sept., For Havre & Liverpool.

PACIFIC SERVICE (via KOBE & YOKOHAMA)
"PROTESILAUS" 23rd Aug. For Victoria, Vancouver & Seattle.
"TEUCER" 13th Sept. For Victoria, Vancouver & Seattle.

NEW YORK SERVICE
"RHEXENOR" 22nd Aug. For Iloilo, Cebu, Manila, New York, Boston & Baltimore via Suez.

INWARD SERVICE.

	Due
"PATROCLUS"	21st Aug., For S'hai., Tsingtao, Weihaiwei, Taku & Dairen.
"EURYPYLUS"	29th Aug., For Shanghai, Kobe & Yokohama.

PASSENGER SERVICE

	Sails For
"PATROCLUS"	23rd Aug., Shanghai, Tsingtao, Weihaiwei, Taku & Dairen.
"SARPEDON"	3rd Sept., Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates, and information apply to:—
Butterfield & Swire,
Agents. [3

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CLOSING QUOTATIONS.

Augus 19, 1930.

ON LONDON:—	
Telegraphic Transfer...	1/3⅞
Bank Bills, on demand	1/3⅞
Bank Bills, 4 months' sight	1/4
Credits, 4 months' sight	1/4 9/16
Documents, 4 months' sight	1/4 11/16
ON PARIS:—	
Bank Bills, on demand	820
Credits, 4 months' sight	860
ON NEW YORK:—	
Bank Bills, on demand	32⅛
Credits, 60 days' sight.	33⅛
ON BOMBAY:—	
Telegraphic Transfer / Bank, on demand ...	89⅛
ON CALCUTTA:—	
Telegraphic Transfer / Bank, on demand ...	89⅛
ON SHANGHAI:—	Tls. 82
Bank, at sight	$104⅞ dis.
ON YOKOHAMA:—	
On demand	65
ON MANILA.—On demand...	64⅛
ON SINGAPORE:—	
On demand	57⅛
ON BATAVIA:—On demand..	80
ON HAIPHONG:—	
On demand	82½
ON SAIGON:—On demand...	
ON BANGKOK:—	
On demand	138
SOVEREIGNS, Bank's Buying Rate	1/4⅛
BAR SILVER, per oz.	16 13/16

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